



Los Angeles County  
Department of Regional Planning



*Planning for the Challenges Ahead*

Jon Sanabria  
Acting Director of Planning

April 1, 2009

**CERTIFIED MAIL - RETURN RECEIPT REQUESTED**

KLPM  
505 South Villa Real Drive, 111  
Anaheim, CA 92807  
Attention: Steve Schroer

**REGARDING: PROJECT NUMBER R2006-02565  
CONDITIONAL USE PERMIT 200600212  
Northeast corner of 50th Street West and West Avenue L-2**

Dear Applicant:

The Regional Planning Commission, by its action of April 1, 2009, **APPROVED** the above described application. The attached documents contain the Regional Planning Commission's findings and conditions relating to the approval. Please carefully review each condition. Condition No. 3 requires that the permittee file an affidavit accepting the conditions before the grants becomes effective.

The applicant or and other interested person may appeal the Regional Planning Commission's decision to the Board of Supervisors through the office of Sachi A. Hamai, Executive Officer, Room 383, Kenneth Hahn Hall of Administration, 500 West Temple Street, Los Angeles, California 90012. Please contact the Executive Office for the amount of the appeal fee at (213) 974-1426. **The appeal period for this project will end at 5:00 p.m. on April 15, 2009.** Any appeal must be delivered in person to the Executive Office by this time. If no appeal is filed during the specified period, the Regional Planning Commission action is final.

Upon completion of the appeal period, please notarize the attached acceptance forms and **hand deliver** this form and any other required fees or materials to the planner assigned to your case. Please **make an appointment** with the case planner to assure that processing will be completed expeditiously.

For further information on appeal procedures or any other matter pertaining to these approvals, please contact Dean Edwards at (213) 974-6443 or e-mail at [dedwards@planning.lacounty.gov](mailto:dedwards@planning.lacounty.gov) of the Zoning Permits Section I. Our office hours are Monday through Thursday, 7:30 a.m. to 5:30 p.m. We are closed on Fridays.

Sincerely,

DEPARTMENT OF REGIONAL PLANNING  
Jon Sanabria  
Acting Director of Planning

Mark Child, Supervising Regional Planner  
Zoning Permits Section I

Enclosures: Findings and Conditions, Affidavit (Permittee's Completion)

c: BOS; DPW (Building and Safety); Zoning Enforcement, Testifiers

MC:de

## **FINDINGS AND ORDER OF THE REGIONAL PLANNING COMMISSION COUNTY OF LOS ANGELES**

**PROJECT NUMBER R2006-02565  
CONDITIONAL USE PERMIT 200600212**

### **REQUEST:**

Conditional use permit to allow a retail center with a car wash, two automobile service stations and offices.

**REGIONAL PLANNING COMMISSION HEARING DATE: April 1, 2009**

### **PROCEEDINGS BEFORE THE REGIONAL PLANNING COMMISSION:**

#### Hearing Minutes

A duly noticed public hearing was held on April 1, 2009 before the Regional Planning Commission. Commissioners Bellamy, Rew, Valadez, Helsley and Modugno were present. The applicant, Ernest Ramirez and his representative, Tim Walsh presented testimony in favor of the request and answered questions presented by the Commission. Four opponents including a representative from the Quartz Hill Town Council expressed the following concerns about the project: increased traffic on West Avenue L-2, noise from the car wash, exterior lighting, over concentration of auto related businesses in the area, crime and water availability. One opponent contested the environmental determination and burden of proof. The Commission directed staff to inform the Town Council of the expiration dates of approved conditional use permits for auto related business in the area so that the Town Council may comment on the renewals of the permits. The Town Council representative stated that he supported conditions presented by Staff that addresses the Town Council's concerns.

There being no further testimony, the Regional Planning Commission closed the public hearing and approved the permit with changes to the findings and conditions as agreed to by the applicant.

#### Findings

1. The subject property is located on the northeast corner of 50th Street West and West Avenue L-2 in the community of Antelope Valley and Quartz Hill Zoned District.
2. The proposed project consists of a 29,905 retail center that includes 18,995 square feet of retail floor area, a 2,500 square foot carwash, 875 square feet of second floor offices, a 3,375 square foot automobile service station and a 4,200 square foot automobile service station. Light automobile maintenance but not fuel sales is proposed at the automobile service stations. 11,500 square feet (or 11.5%) of landscaping is provided throughout the site. 154 parking spaces are provided including three handicapped spaces. A six foot high stucco-coated masonry wall is

including three handicapped spaces. A six foot high stucco-coated masonry wall is proposed on the easterly boundary. Four trash enclosures with 6 foot high finished masonry matching the associated buildings are located near each primary use. Two monument signs (6 foot high by 6 feet wide and 10 foot high by 8 foot wide) are proposed on the southerly and southwesterly portions of the site. Auto queuing areas are proposed for carwash drying (16 spaces), vacuum area (9 spaces), and lube ingress (9 spaces) and lube egress (9 spaces).

3. The proposed project is consistent with The Antelope Valley Area-wide General Plan land use designations and policies because the proposed uses are commercial and intended to serve the local community.
4. Sufficient parking is proposed for the facility because 128 parking spaces are required and 154 parking spaces are to be provided.
5. The subject property is zoned CPD (Commercial Planned Development). Pursuant to Section 22.28.340, with a Conditional Use Permit, property in the CPD zone may be developed to any non-residential use permitted in the C-1 (Restricted Business) zone. Automobile service stations, retail stores and business offices are permitted uses in the C-1 zone (Section 22.28.080). Section 22.08.010 defines automobile services stations as any premise where gasoline and other petroleum products are sold and/or light maintenance activities such as ending tune-ups, lubrication, minor repairs and carburetor cleansing are conducted. Light maintenance activities are proposed at the service stations but not gasoline sales. An automobile services station does not include premises where heavy automobile maintenance activities such as engine overhauls, automobile painting and body and fender work are conducted.

Two freestanding signs are proposed, one is 10 foot high by eight foot wide and the other is six foot high by six foot wide. Pursuant to Section 22.28.340.B.6, signs permitted in the C-1 zone may be allowed in the CPD zone. Pursuant to Section 22.52.890.B1, the maximum sign area is 50 square feet plus one fourth square foot of sign area for each one foot of street or highway frontage in excess of 100 feet. See table below for sign area compliance. Pursuant to Section 22.52.890.C.1, freestanding business signs shall not exceed a maximum height of 30 feet. The maximum height of the proposed signs is 10 feet. Pursuant to Section 22.52.890.D.1, no freestanding business sign may be located nearer to a lot line than a distance equal to 25 feet plus one foot for every one square foot of sign area in excess of 50 square feet. The proposed signs are more than 25 feet from the nearest property line. Pursuant to Section 22.52.890.D.3, no freestanding business sign may be located on the same frontage on the same lot or parcel of land than a distance equal to 100 feet. The proposed signs are on different frontages (50th Street West and Ave L-2).

The proposed project is compliant with the CPD zone and development standards.

6. The subject property is surrounded by the following land uses: vacant land, single-family residences and commercial/industrial uses. With conditions, the proposed project would be compatible with the surrounding land uses and should not negatively impact the neighborhood.
7. The burden of proof has been met because: project design and conditions will reduce the impact to the neighborhood, the project site is adequate in size and shape to accommodate required development features, the project includes circulation improvements, and the project site is adequately served by utilities and public transit.
8. Pursuant to the provisions of Sections 22.60.174 and 22.60.175 of the County Code, the community was appropriately notified of the public hearing by mail, newspaper and property posting.
9. To assure continued compatibility between the use of the subject property allowed by this grant and surrounding land uses, the Regional Planning Commission determines that it is necessary to limit the term of the grant to 20 years.
10. Due to the current economic situation, projects may experience funding delays. Therefore, the Commission finds it appropriate to allow three years to use the grant.
11. The location of the documents and other materials constituting the record of proceedings upon which the Commission's decision is based in this matter is at the Los Angeles County Department of Regional Planning, 13<sup>th</sup> Floor, Hall of Records, 320 West Temple Street, Los Angeles, CA 90012. The custodian of such documents and materials shall be the Section Head of the Zoning Permits 1 Section, Los Angeles County Department of Regional Planning.
12. To reduce the project's impact on the adjacent neighborhood, the Commission found it necessary to impose the following restrictions on the development:
  - A. Hours of the car wash and automobile service station shall be limited to 8:00 AM to 6:00 PM.
  - B. Lighting shall be directed away from residences and dimmed from 10:00 PM to dawn.
  - C. Per Section 22.28.340, the retail center may be used for any use permitted in the R-A and C-1 zone subject to the restrictions listed in said section, except the following uses are prohibited: restaurants with drive through service and game arcades.
13. To reduce the project's impact on the adjacent neighborhood and make the development conform to the communities preferred architectural style, the Commission found it necessary to require the following project revisions:
  - A. Replace the southerly vehicle access and monument sign with a pedestrian access.
  - B. Erect a six foot high wall at least five feet from the southerly highway line.

- C. Landscape the area on the south side of the aforementioned wall with drought tolerant plants to screen the wall from view and discourage graffiti.

BASED ON THE FOREGOING, THE REGIONAL PLANNING COMMISSION CONCLUDES:

- A. That the proposed use is consistent with the adopted general plan for the area; and
- B. That the requested use at the proposed location will not adversely affect the health, peace, comfort, or welfare of persons residing or working in the surrounding area, will not be materially detrimental to the use, enjoyment, or valuation of property of other persons located in the vicinity of the site, and will not jeopardize, endanger, or otherwise constitute a menace to the public health, safety or general welfare; and
- C. That the proposed site is adequate in size and shape to accommodate the development features prescribed in Title 22 of the County Code, or as is otherwise required in order to integrate said use with the uses in the surrounding area; and
- A. That the proposed site is adequately served by highways or streets of sufficient width and improved as necessary to carry the kind and quantity of traffic such use would generate, and by other public or private service facilities as are required.

AND, THEREFORE, the information submitted by the applicant and presented at the public hearing substantiates the required findings and burden of proof for a Conditional Use Permit as set forth in Section 22.56.040 of the Los Angeles County Code.

REGIONAL PLANNING COMMISSION ACTION:

1. The Regional Planning Commission has considered the Negative Declaration together with any comments received during the public review process, finds on the basis of the whole record before the Commission that there is no substantial evidence the project will have a significant effect of the environment, finds that the Negative Declaration reflects the independent judgment and analysis of the Commission, and adopts the Negative Declaration.
2. In view of the findings of fact and conclusions presented above, Conditional Use Permit 200600212 is APPROVED subject to the attached conditions.

c: Each Commissioner, Zoning Enforcement, Building and Safety

VOTE:

Concurring: Rew, Valadez, Helsley and Modugno

**PROJECT NUMBER R2006-02565**  
**CONDITIONAL USE PERMIT 200600212**

**FINDINGS**  
**Page 5 of 5**

Dissenting: None

Abstaining: None

Absent: None

Action Date: April 1, 2009

This grant authorizes a retail center with a car wash, two automobile service stations and offices located on the northeast corner of 50th Street West and West Avenue L-2 in the community of Antelope Valley and Quartz Hill Zoned District, subject to the following conditions of approval;

1. Unless otherwise apparent from the context, the term "permittee" shall include the applicant and any other person, corporation or other entity making use of this grant.
2. This grant shall not be effective for any purpose until the permittee, and the owner of the subject property if other than the permittee, have filed at the office of the Department of Regional Planning their affidavit stating that they are aware of and agree to accept all of the conditions of this grant, and that the conditions of the grant have been recorded as required by Condition Number 8, and until all required monies have been paid pursuant to Condition Number 9 and Condition Number 10.
3. The permittee shall defend, indemnify and hold harmless the County, its agents, officers, and employees from any claim, action, or proceeding against the County or its agents, officers, or employees to attack, set aside, void or annul this permit approval, which action is brought within the applicable time period of Government Code Section 65009. The County shall promptly notify the permittee of any claim, action, or proceeding and the County shall cooperate reasonably in the defense. If the County fails to promptly notify the permittee of any claim action or proceeding, or if the County fails to cooperate fully in the defense, the permittee shall not thereafter be responsible to defend, indemnify, or hold harmless the County.
4. In the event that any claim, action, or proceeding as described above is filed against the County, the permittee shall within ten days of the filing pay the Department of Regional Planning an initial deposit of \$5,000, from which actual costs shall be billed and deducted for the purpose of defraying the expenses involved in the department's cooperation in the defense, including but not limited to, depositions, testimony, and other assistance to permittee or permittee's counsel. The permittee shall also pay the following supplemental deposits, from which actual costs shall be billed and deducted:
  - a. If during the litigation process, actual costs incurred reach 80 percent of the amount on deposit, the permittee shall deposit additional funds sufficient to bring the balance up to the amount of the initial deposit. There is no limit to the number of supplemental deposits that may be required prior to completion of the litigation.
  - b. At the sole discretion of the permittee, the amount of an initial or supplemental deposit may exceed the minimum amounts defined herein.

The cost for collection and duplication of records and other related documents will be paid by the permittee according to Los Angeles County Code Section 2.170.010.

5. This grant will expire unless used within three years from the date of approval. A one year time extension may be requested. The request must be in writing and accompanied with payment of the applicable fee.
6. If any provision of this grant is held or declared to be invalid, the permit shall be void and the privileges granted hereunder shall lapse.
7. Prior to the use of this grant, the property owner or permittee shall **record the terms and conditions** of the grant in the office of the County Recorder. In addition, upon any transfer or lease of the property during the term of this grant, the property owner or permittee shall promptly provide a copy of the grant and its conditions to the transferee or lessee of the subject property.
8. **This grant will terminate on April 1, 2029.** Entitlement to use of the property thereafter shall be subject to the regulations then in effect. At least six (6) months prior to the expiration of this permit and in the event that the permittee intends to continue operations after such date, a new Conditional Use Permit application shall be filed with the Department of Regional Planning. The application shall be a request for continuance of the use permitted under this grant, whether including or not including modification to the use at that time.
9. The subject property shall be maintained and operated in full compliance with the conditions of this grant and any law, statute, ordinance, or other regulation applicable to any development or activity on the subject property. Failure of the permittee to cease any development or activity not in full compliance shall be a violation of these conditions. The permittee shall deposit with the County of Los Angeles the sum of **\$1,500.00**. The deposit shall be placed in a performance fund, which shall be used exclusively to compensate the Department of Regional Planning for all expenses incurred while inspecting the premises to determine the permittee's compliance with the conditions of approval. The deposit provides for **ten (10) biennial (one every other year)** inspections. Inspections shall be unannounced.

If additional inspections are required to ensure compliance with the conditions of this grant, or if any inspection discloses that the subject property is being used in violation of any one of the conditions of this grant, the permittee shall be financially responsible and shall reimburse the Department of Regional Planning for all additional enforcement efforts necessary to bring the subject property into compliance. Inspections shall be made to ensure compliance with the conditions of this grant as well as adherence to development in accordance with the approved site plan on file. The amount charged for additional inspections shall be \$150.00 per inspection, or the current recovery cost, whichever is greater.



10. Within 3 days of the approval date of this grant, the permittee shall remit processing fees payable to the County in connection with the filing and posting of a Notice of Determination in compliance with Section 21152 of the Public Resources Code for the proposed project, which includes Project Number R2006-02565, Conditional Use Permit 200600212. The project does have "no effect" in its effect on fish and wildlife and in order to defray the cost of wildlife protection and management, the permittee is responsible for the payment of fees associated with the Certificate of Fee Exemption established by the California Department of Fish and Game pursuant to Section 711.4 of the Fish and Game Code. The current fee amount for a Negative Declaration (ND) is \$2068.00 (includes \$75.00 processing fee). No land use project subject to this requirement is final, vested or operative until the fee is paid.
11. Notice is hereby given that any person violating a provision of this grant is guilty of a misdemeanor. Notice is further given that the Regional Planning Commission or a hearing officer may, after conducting a public hearing, revoke or modify this grant, if the Commission or hearing officer finds that these conditions have been violated or that this grant has been exercised so as to be detrimental to the public's health or safety or so as to be a nuisance.
12. Upon receipt of this letter, the permittee shall contact the Fire Prevention Bureau of the Los Angeles County Fire Department to determine what facilities may be necessary to protect the property from fire hazard. Any necessary facilities shall be provided as may be required by said Department.
13. All requirements of the Zoning Ordinance and of the specific zoning of the subject property must be complied with unless otherwise set forth in these conditions or shown on the approved plans.
14. All structures shall conform with the requirements of the Division of Building and Safety of the Department of Public Works.
15. All structures, walls and fences open to public view shall remain free of extraneous markings, drawings or signage that was not approved by the Department of Regional Planning. These shall include any of the above that do not directly relate to the business being operated on the premises or that do not provide pertinent information about said premises.
16. In the event of graffiti or other extraneous markings occurring, the permittee shall remove or cover said markings, drawings, or signage within 24 hours of such occurrence, weather permitting. Paint utilized in covering such markings shall be of a color that matches, as closely as possible, the color of the adjacent surfaces. The only exceptions shall be seasonal decorations or signage provided under the auspices of a civic or non-profit organization.

17. The subject property shall be developed and maintained in substantial compliance with the plans marked Exhibit "A." The following changes to the site plan are required as a result of instruction given at the public hearing:
- A. The southerly vehicle access and monument sign shall be replaced by a pedestrian access.
  - B. A six foot high wall located at least five feet from the southerly highway line shall be provided.
  - C. Drought tolerant landscaping shall be provided on the south side of the aforementioned wall to screen it from view and discourage graffiti.
  - D. The architectural style of buildings shall be in a country or western style using wood or simulated wood siding and metal roofing.
- An Exhibit "A" incorporating such revisions and or final project refinements shall be submitted to the Department of Regional Planning for staff review and approval within sixty (60) days of the date of approval.
18. The following automobile repair work is prohibited: body and fender work, painting, engine overhauls, transmission repair and upholstery.
19. All automotive repair work shall be conducted within the automotive service building only. Repair work outside the automotive service building is prohibited.
20. To the satisfaction of the Department of Public Works, the permittee shall implement all conditions identified in the Department of Public Works' letter dated November 6, 2008.
21. To the satisfaction of the Fire Department, the permittee shall implement all requirements identified in the Fire Department's letter dated March 28, 2007.
22. Automobile fluids and hazardous materials shall be stored and disposed of in accordance with Fire Department regulations.
23. 154 parking spaces (including handicap spaces) shall be maintained.

Use	Square Feet	Requirement	Required Spaces
Retail	21,355	1 space per 250 square feet	85
Offices	875	1 space per 400 square feet	2
Car Wash	2,500	1 space per 250 square feet	10
Service Stations	7,575	1 space per 250 square feet	30
<b>Total</b>			<b>128</b>

24. Overnight outdoor storage of vehicles is prohibited.
25. Work in the area shall be temporarily halted or redirected and a qualified archaeologist notified to evaluate cultural finds if previously unrecorded archaeological materials are identified during construction grading.

26. Hours of the car wash and automobile service stations shall be limited to 8:00 AM to 6:00 PM.
27. Exterior lighting shall be directed away from residences and dimmed from 10:00 PM to dawn.
28. Per Section 22.28.340, the retail center may be used for any use permitted in the R-A and C-1 zones subject to the restrictions listed in said section. Notwithstanding, the applicant agrees that the retail center shall not be developed with restaurants with drive-through service, and the applicant also agrees that the retail center shall not be developed with a game arcade.



# COUNTY OF LOS ANGELES

## DEPARTMENT OF PUBLIC WORKS

*"To Enrich Lives Through Effective and Caring Service"*

DEAN D. EFSTATHIOU, Acting Director

900 SOUTH FREMONT AVENUE  
ALHAMBRA, CALIFORNIA 91803-1331  
Telephone: (626) 458-5100  
<http://dpw.lacounty.gov>

ADDRESS ALL CORRESPONDENCE TO:  
P.O. BOX 1460  
ALHAMBRA, CALIFORNIA 91802-1460

IN REPLY PLEASE  
REFER TO FILE: LD-1

November 6, 2008

TO: Mark Child, AICP  
Zoning Permits I Section  
Department of Regional Planning

Attention: Dean Edwards

FROM: Letty Schleikorn *MLS*  
Subdivision Management Section  
Land Development Division

**CONDITIONAL USE PERMIT (CUP) REVIEW AND COMMENT**  
**PROJECT NO. R2006-0265- 02565**  
**CUP NO. 200600212**  
**42714 50TH STREET WEST**

- ☒ Public Works recommends approval of this CUP.
- ☐ Public Works does **NOT** recommend approval of this CUP.

We reviewed the site plan for the subject CUP. The permit is for the construction of a retail store, a car wash, and automotive repair shop on a vacant lot.

Upon approval of the permit, we recommend the following conditions:

1. Right of Way and Road Improvement Requirements

- 1.1. Submit a grading plan for approval prior to issuance of a building permit. The grading plans must show and call out the construction of at least all drainage devices and details, paved driveways, elevation and drainage of all pads, and the Standard Urban Stormwater Mitigation Plan (SUSMP) devices if applicable. The applicant is required to show and call out all existing easements on the grading plan and obtain the easement holder approvals.

- 1.2. Provide approval of the latest drainage concept/hydrology/SUSMP by the Storm Drain and Hydrology Section of Land Development Division prior to grading plan approval.
- 1.3. Submit a Covenant, Condition and Restriction or a maintenance agreement for privately maintained drainage devices prior to issuance of occupancy permit.
- 1.4. Provide soil/geology approval of the grading plan by the Geotechnical and Materials Engineering Division, as applicable prior to grading plan approval. Regulatory agency approvals/permit may be required prior to grading plan approval.
- 1.5. Regulatory agency approvals/permit may be required prior to grading plan approval.
- 1.6. Comply with all traffic mitigation requirements, including the payment of any fees that may be required, per the approved traffic study dated November 21, 2007, to the satisfaction of Public Works' Traffic and Lighting Division. Submittal of detailed signing and striping plans and signal plans may be required. If you have any questions regarding the traffic study requirement, please contact Jeff Pletyak at (626) 458-4709.
- 1.7. Dedicate right of way 50 feet from centerline along the property frontage on 50th Street West. Ten feet of additional right of way is required along the property frontage.
- 1.8. Dedicate right of way 32 feet from centerline along the property frontage on Avenue L-2. Two feet of additional right of way is required along the property frontage.
- 1.9. Dedicate the right to restrict vehicular access on 50th Street West.
- 1.10. Provide property line return radii of 27 feet at the intersection of 50th Street West and Avenue L-2 plus additional right of way for corner cut off to meet current guidelines of the Americans with Disabilities Act to the satisfaction of Public Works.

- 1.11. Construct curb, gutter, base, pavement, and full-width sidewalk along the property frontage on 50th Street West to the satisfaction of Public Works. The curb and gutter shall be located 42 feet from centerline.
- 1.12. Construct curb, gutter, base, pavement, and sidewalk along the property frontage on Avenue L-2 to the satisfaction of Public Works. The curb and gutter shall be located 20 feet from centerline.
- 1.13. Construct off-site transition improvements for a 65 mph design speed on 50th Street West in the vicinity of the northerly property line to the satisfaction of Public Works.
- 1.14. Construct off-site transition improvements for a 40 mph design speed on Avenue L-2 in the vicinity of the easterly property line to the satisfaction of Public Works.
- 1.15. Construct any parkway improvements including sidewalk, driveways, curb ramps, landings, etc. that either serve or form a part of a Pedestrian Access Route to meet current Americans with Disabilities Act requirements to the satisfaction of Public Works.
- 1.16. Construct full-width sidewalk and curb ramp at all returns to the satisfaction of Public Works.
- 1.17. Plant street trees on 50th Street West and Avenue L-2 along the property frontage to the satisfaction of Public Works.
- 1.18. Provide and install street name signs prior to occupancy of buildings.
- 1.19. Underground all existing service lines and distribution lines that are less than 50 KV and new utility lines to the satisfaction of Public Works and Southern California Edison. Please contact Construction Division at (626) 458-3129 for new location of any above-ground utility structure in the parkway.
- 1.20. Prepare detailed 1" = 40' scaled signing and striping plans for all multi-lane street and highways within or abutting this subdivision to the satisfaction of Public Works.

- 1.21. Acquire street improvement plan approval or direct check status before obtaining grading permit.
- 1.22. Execute an Agreement to Improve for the street improvements prior to issuance of a building permit.

For questions regarding road conditions, contact Andy Narag at (626) 458-4921.

## 2. Drainage

- 2.1. Comply with the requirements of the hydrology study/SUSMP plan, which was conceptually approved on March 4, 2008, to the satisfaction of Public Works.
- 2.2. Submit recorded covenants for the private maintenance of the SUSMP devices.

For questions regarding drainage conditions, please contact Amir Ibrahim at (626) 458-4921.

## 3. Water

- 3.1. Prior to Grading permit, provide Will Serve letter from the water purveyor indicating that the water system will be operated by the purveyor, that under normal conditions the system will meet the requirements for the project, and that water service will be provided to each building.
- 3.2. Prior to Grading permit, a revised plan is required to show how the on-site proposed development is to be served by existing public water and call out the proposed point of connection to the existing public water system.
- 3.3. A water system maintained by the water purveyor, with appurtenant facilities to serve all buildings in the project, must be provided. The system shall include fire hydrants of the type and location (both on-site and off-site) as determined by the Fire Department. The water mains shall be sized to accommodate the total domestic and fire flows.
- 3.4. Submit landscape and irrigation plans for each open space area in the project, with landscape area greater than or equal to 2,500 square feet, in accordance with the Water Efficient Landscape Ordinance.

For questions regarding water conditions, please contact Massoud Esfahani at (626) 458-4921.

4. Sewer

- 4.1. Prior to Grading permit, the applicant shall obtain a Will Serve letter from the Los Angeles County Sanitation District for the discharge of sewer into the sewer trunk line.
- 4.2. The applicant shall install separate house laterals to serve each building.
- 4.3. Prior to Grading permit, the applicant shall submit an area study to Public Works to determine if capacity is available in the proposed and existing sewerage system servicing this project. The approved sewer area study shall remain valid for two years after initial approval of the area study. After this period of time, an update of the area study shall be submitted by the applicant if determined to be warranted by Public Works.
- 4.4. Provide a digital copy (PDF Format) of the approved area study and/or approved sewer improvement plans.
- 4.5. Easements are tentatively required, subject to review by Public Works to determine the final locations and requirements.
- 4.6. If the existing 1-story house, east of the project site as shown on map, has an existing sewer connection through the subject property, a private sewer easement shall be reserved and documented.

For questions regarding sewer conditions, please contact Allan Ma at (626) 458-4921.

If you have any other questions or require additional information, please contact Simin Agahi at (626) 458-4910.

SA:ca

P:\LDPUB\SUBMGT\PROJECT R2006-0265\_CUP 200600212\_50<sup>th</sup> street west





**COUNTY OF LOS ANGELES  
FIRE DEPARTMENT**

5823 Rickenbacker Road  
Commerce, California 90040

DATE: March 28, 2007

TO: Department of Regional Planning  
Permits and Variances

PROJECT #: CUP R2006-02565

LOCATION: Northeast corner of 50<sup>th</sup> St. West and Avenue L-2.

- ☐ The Fire Department has no additional requirements for this permit.
- ☒ The required fire flow for this development is 3000 gallons per minute for 3 hours. The water mains in the street, fronting this property must be capable of delivering this flow at 20 pounds per square inch residual pressure.
- ☒ The required fire flow for private on-site fire hydrants is 1250 gallons per minute at 20 psi.
- ☒ Install 2 Public and 1 Private on-site 6" X 4" X 2 1/2" fire hydrants, conforming to AWWA C503-75 or approved equal. All installations must meet Fire Department specifications. Fire hydrant systems must be installed in accordance with the Utility Manual of Ordinance 7834 and all installations must be inspected and flow tested prior to final approval.
- ☒ Comments: The existing fire hydrant is adequate. The required fire hydrants must be installed and tested prior to construction.
- ☒ Location: The location of the required fire hydrants is located on the site plan dated 01-12-07 filed in our office.
- ☒ Access: Access is adequate as shown on the site plan.
- ☒ Special Requirements: Submit architectural plans to the Fire Prevention Lancaster Regional office for review and approval prior to building permit issuance. Contact 661-949-6319 for submittal information.

Fire Protection facilities; including access must be provided prior to and during construction. Should any questions arise regarding this matter, please feel free to call our office @ (323) 890-4243.

Inspector: Juan C. Padilla

Co.CUP 04/04

Land Development Unit – Fire Prevention Division – (323) 890-4243, Fax (323) 890-9783



Los Angeles County  
Department of Regional Planning

*Planning for the Challenges Ahead*



Bruce W. McClendon, FAICP  
Director of Planning

March 26, 2009

TO: Harold V. Helsley, Chair  
Leslie G. Bellamy, Vice-Chair  
Esther Valadez, Commissioner  
Wayne Rew, Commissioner  
Pat Modugno, Commissioner

FROM: Mark Child *MC*  
Section Head, Zoning Permits 1

SUBJECT: **Additional Materials for Hearing**  
**Project Number: R2006-02565**  
**Case: RCUP200600212**  
**RPC Meeting: April 1, 2009**  
**Agenda Item: 7**

Please find attached the following items for the above referenced project that was received subsequent to hearing package submittal to the Regional Planning Commission:

- Correspondence from the Department of Public Works
- Correspondence from the Fire Department
- Correspondence from the Quartz Hill Town Council
- Opposition letters

MC:de

**From:** Narag, Andy [mailto:ANARAG@dpw.lacounty.gov]  
**Sent:** Wednesday, March 25, 2009 10:58 AM  
**To:** Hickling, Norm; Edwards, Dean  
**Cc:** Burger, Steve; Ibrahim, Amir; Sheridan, Steve; Duong, Toan; Schleikorn, Letty  
**Subject:** RE: R2006-02565 50th. street west & Ave. L-2

Norm,

We have re-evaluated the access situation and given that the Fire Department does not object to having sole access off 50<sup>th</sup> Street West, we no longer object to having the access removed from Avenue L-2 as desired by the Quartz Hill community.

***Andy Narag, P.E.***

LA County Department of Public Works

Land Development Division

626.458.4921

626.458.4949 - fax

anarag@dpw.lacounty.gov

## Edwards, Dean

---

**From:** Padilla, Juan [JPADILLA@fire.lacounty.gov]  
**Sent:** Thursday, February 05, 2009 9:08 AM  
**To:** Edwards, Dean  
**Cc:** Ischleik@dpw.lacounty.gov  
**Subject:** RE: R2006-02565 ( Northeast corner of 50th Street West and West Avenue L-2, Quartz Hill)

Dean,

I studied the proposal to remove the vehicular access onto Avenue L-2, the Fire Dept will support the proposal with the following recommendations:

- Keep the driveway between the proposed Jiffy Lube and the Retail Center #1 to the landscape area.
- If a wall is proposed on the southerly property, pedestrian gates or opening will be required for fire fighting access of Avenue L-2..

Have the applicant revise the site plan and submit for review and additional comments.

Thank you,

Juan C. Padilla  
Fire Prevention Division  
Land Development Unit  
323-890-4243

---

**From:** Edwards, Dean [mailto:DEdwards@planning.lacounty.gov]  
**Sent:** Wednesday, February 04, 2009 2:07 PM  
**To:** Ischleik@dpw.lacounty.gov; Padilla, Juan  
**Cc:** Edwards, Dean  
**Subject:** R2006-02565 ( Northeast corner of 50th Street West and West Avenue L-2, Quartz Hill)

Hello,

DRP has received project comment letters from you regarding this case. DRP is interested in reducing the potential impact of this project on the residential neighborhood located south of the project site. Would your Department object to the removal of access off of Avenue L-2 or the construction of a wall along the southerly property line?

Dean Edwards  
Los Angeles County Department of Regional Planning  
(213) 974-6443 X288

Quartz Hill Town Council  
42263 50<sup>th</sup> Street West  
Quartz Hill, CA 93536  
(661)943-9726

March 23, 2009

To:

Los Angeles County Regional Planning  
320 West Temple Street  
Los Angeles, CA 90012  
(213)974-6443

Subject:

Project Number: R-2006-02565  
Conditional Use Permit 200600212  
Northeast corner of 50<sup>th</sup> St West and Avenue L-2

Dear Planning Commissioners,

The Quartz Hill Town Council received a notice of hearing set for April 1, 2009 at 9:00am to be heard before the Los Angeles County Planning Commission. The Town Council at its regular public meeting on March 17<sup>th</sup>, 2009 held a public session regarding the proposed commercial development at 50<sup>th</sup> Street west and Avenue L-2 in Quartz Hill. Please note that neither the developer, nor his representative were able to attend this meeting due to the shortness of time to notice them; they had prior commitments. There were in excess of fifty individuals present at this public meeting.

The following notice was on the agenda for the March 17, 2009 meeting:

The council will discuss the new commercial development at the Northeast corner of 50<sup>th</sup> Street West and Avenue L-2. This will be 29'905sq. foot retail center that includes 18,995sq. feet of retail floor area, 2,500sq. foot car wash, 875 sq. feet of second floor offices, a 3,375 sq. foot automobile service station and a 4,200sq foot automobile service station. This matter has been heard by a prior town council at a public meeting, however it was delayed. The conditional use permit hearing is set for April 1, 2009 at 9:00am at the regional planning commission. Public input is requested.

Numerous homeowners that live on Avenue L-2 and in the immediate residential area have expressed numerous concerns regarding the proposed commercial development, questioning the effects that it will have on their residential neighborhood. Prior to the conclusion of that public meeting, the town council and those homeowners arranged a special meeting to be held on Friday, March 20<sup>th</sup>, 2009 at the Quartz Hill Chamber of Commerce Community Building. The

purpose of this meeting was an attempt to allow the developer and the concerned residents to try to find an amicable solution prior to the hearing on April 1, 2009.

The Applicant (Developer), Earnest Ramirez along with Steve Schroer attended this meeting. Tim Walsh attended via telephone conference call. In addition to the applicant, nine residential homeowners, three members of the Quartz Hill Town Council and the President of the Quartz Hill Chamber of Commerce were in attendance.

The following are a list of concerns and a number of requested "conditional use permit" (CUP) restrictions as they appear to be agreeable solutions to some of the concerns.

1. The influx of traffic in a residential area:

The residents are concerned about the increase in traffic on Avenue L-2 and the surrounding residential streets.

Requested Solution: In lieu of traffic entering and/or exiting the proposed project on Avenue L-2, the residents are requesting that the developer construct a five or six foot block wall with a gate allowing for emergency services access only. In addition to the gated wall, the residents wish to have drought-tolerant plants, shrubs and trees placed in front of the wall to act as both a buffer between the commercial and residential areas and to soften the noise from the daily commercial operations.

2. Noise caused by the proposed car wash and automobile service shops:

The residents are concerned about early morning and late night noise affecting their quality of life.

Requested Solution: The residents are requesting that the operating hours of these types of businesses be restricted to 8:00am to 6:00pm. The residents are asking that all other businesses restrict their hours of operation to end by 9:00pm with the exception to any kind of dinner house.

3. Late night lighting and/or downward directed lighting: The residents are concerned about the lights shining into the windows of their homes.

Requested solution: The lighting standards should comply with the standards being set by the pending dark skies ordinance of Los Angeles County. The outside lighting should be dimmed by 10:00pm with the exception of security lighting. If feasible, lighting should be directed in a more northerly direction facing away from the residential areas. In addition, any lighting for business signs should also be dimmed no later than 10:00pm.

4. Monument and individual business sign size and positioning: for appearance purposes.

Requested Solution: The monument sign should be restricted to the main entrance of the property not to exceed five feet tall (or to comply with L. A. County standards). Individual signs of common size and color should be provided by developer for each rental unit. The Monument sign should be positioned on 50<sup>th</sup> Street west between the two driveways to attract the attention of passersby on the same street, not the attention of residents on side streets.

5. Continuation of family minded neighborhood: The community of Quartz Hill respectfully requests that all businesses continue to uphold the high standards of family values currently held by all Quartz Hill businesses.

Requested limitations: The community requests limitations are placed on the conditional use permit eliminating the possibility of any liquor stores, arcades, pornographic shops or drive-thru fast food restaurants. The community is not opposed to a proper liquor license being issued to a sit-down family restaurant. Further, it is requested that the developer be limited to the previously submitted renderings containing wood-type siding with tin roofing establishing a country/western appearance.

6. Limitation on tenants replacing abandoned businesses. The members of the community feel that we have an abundance of automobile related businesses. There are currently nine auto repair shops and three tire stores within one mile. There is however, support for the proposed businesses to relocate to the proposed site.

Requested limitations: The community is requesting that after the relocated businesses move out, no new businesses of the same kind be permitted to occupy the abandoned buildings.

7. Concern to the lack of an Environmental Impact Report: There were various concerns expressed regarding the drought situation and water usage, traffic congestion, noise pollution and the effects on surrounding property values.

The foregoing is a consensus of the Quartz Hill Town Council, The Quartz Hill Chamber of Commerce and the residents in the immediate area. We respectfully ask the planning commissioners to consider these requests.

Sincerely,

Doug Burgis,  
Quartz Hill Town Council

Linda M. Hooper  
42648 47<sup>th</sup> Street West  
Quartz Hill, CA 93536

March 20, 2009

Los Angeles County  
Department of Regional Planning  
320 West Temple Street  
Los Angeles, CA 90012

Re: Project Number R2006-02566  
Conditional Use Permit 200600212  
Northeast corner of 50<sup>th</sup> Street West and West Avenue L-2, Quartz Hill, CA

To Whom It May Concern:

As a resident of the above referenced neighborhood, I would like to voice my concern about the negative impact that this commercial project would have on our quiet residential neighborhood.

The first concern is the Avenue L-2 access. This street currently consists of single-family residence homes on large rural lots with minimal traffic. An access on L-2 would increase the traffic considerably, thereby causing a noise nuisance and possible safety hazards. I propose that the L-2 access be gated and locked and used for emergency use only by either the Sheriff's Department or Fire Department.

The State of California has declared that we are in a drought. There is a possibility that we may have to ration water, but at the very least dramatically decrease our water usage. This commercial center would use a considerable amount of water, especially the car wash. Can the County justify this increase in water usage?

The noise generated by the commercial center would be tremendous. To cut down on the noise, a six foot block wall would need to be built on the south perimeter of the property with landscaping on the south side of the wall and business hours would need to be limited to no earlier than 8:00 A.M. and no later than 6:00 P.M.

Crime and property value decline are also major concerns. Liquor sales should be prohibited. Signage should be limited to the NE corner of L-2 and 50<sup>th</sup> Street West only, and the sign on the NE corner should be a maximum of five feet in height. The bottom of the sign should not exceed two feet above landscaped berm.

Thank you for your attention to these important matters.

Sincerely,

  
Linda M. Hooper



James M. Hooper, Jr.  
42648 47<sup>th</sup> Street West  
Quartz Hill, CA 93536

March 20, 2009

Los Angeles County  
Department of Regional Planning  
320 West Temple Street  
Los Angeles, CA 90012

Re: Project Number R2006-02566  
Conditional Use Permit 200600212  
Northeast corner of 50<sup>th</sup> Street West and West Avenue L-2, Quartz Hill, CA

To Whom It May Concern:

As a resident of the above referenced neighborhood, I would like to voice my concern about the negative impact that this commercial project would have on our quiet residential neighborhood.

The first concern is the Avenue L-2 access. This street currently consists of single-family residence homes on large rural lots with minimal traffic. An access on L-2 would increase the traffic considerably, thereby causing a noise nuisance and possible safety hazards. I propose that the L-2 access be gated and locked and used for emergency use only by either the Sheriff's Department or Fire Department.

The State of California has declared that we are in a drought. There is a possibility that we may have to ration water, but at the very least dramatically decrease our water usage. This commercial center would use a considerable amount of water, especially the car wash. Can the County justify this increase in water usage?

The noise generated by the commercial center would be tremendous. To cut down on the noise, a six foot block wall would need to be built on the south perimeter of the property with landscaping on the south side of the wall and business hours would need to be limited to no earlier than 8:00 A.M. and no later than 6:00 P.M.

Crime and property value decline are also major concerns. Liquor sales should be prohibited. Signage should be limited to the NE corner of L-2 and 50<sup>th</sup> Street West only, and the sign on the NE corner should be a maximum of five feet in height. The bottom of the sign should not exceed two feet above landscaped berm.

Thank you for your attention to these important matters.

Sincerely,



James M. Hooper, Jr.

SHARREN SKINNER  
4735 W. AVE L-2  
QUARTZ HILL, CA. 93536

MARCH 19, 2009

RE: PROJECT NUMBER R2006-02566  
Conditional Use Permit 200600212  
Northeast corner of 50<sup>th</sup> Street West and West Avenue L-2, Quartz Hill, Ca.

To Whom It May Concern:

As a resident of the above referenced neighborhood, I would like to voice my concerns about the negative impact that this commercial project would have on our quiet residential neighborhood.

My first concern is the Avenue L-2 access. **This street currently consists of single family residences on large rural lots with minimal traffic.** An access on L-2 would increase the traffic considerably, thereby causing a noise nuisance and possible safety hazards. **I propose that the L-2 access be gated and locked and used for emergency use only by either the Sheriff's Department or Fire Department.**

The State of California has declared that we are in a drought. There is a possibility that we may have to ration water, but at the very least dramatically decrease our water usage. This commercial center would use a considerable amount of water, especially the car wash. Can the County justify this increase in water usage?

The noise generated by the commercial center would be tremendous. To cut down on the noise, a six foot block wall would need to be built on the south perimeter of the property with landscape on the south side of the wall and business hours be limited limited to no earlier that 8:00 a.m. and no later that 6:00 p.m.

**Crime and property value decline is also a major concern.** Liquor sales should be prohibited. Signage should be limited to the NE corner of L-2 and 50<sup>th</sup> Street West only, and the sign on the NE corner should be a maximum of five feet in height. Bottom of sign should not exceed two feet above landscaped berm.

Thank you for you attention to these important matters.

Sincerely,

*Sharren Skinner*

CHARLES SKINNER  
4735 W. AVE L-2  
QUARTZ HILL, CA. 93536

MARCH 19, 2009

RE: PROJECT NUMBER R2006-02566  
Conditional Use Permit 200600212  
Northeast corner of 50<sup>th</sup> Street West and West Avenue L-2, Quartz Hill, Ca.

To Whom It May Concern:

As a resident of the above referenced neighborhood, I would like to voice my concerns about the negative impact that this commercial project would have on our quiet residential neighborhood.

**My first concern is the Avenue L-2 access. This street currently consists of single family residences on large rural lots with minimal traffic. An access on L-2 would increase the traffic considerably, thereby causing a noise nuisance and possible safety hazards. I propose that the L-2 access be gated and locked and used for emergency use only by either the Sheriff's Department or Fire Department.**

The State of California has declared that we are in a drought. There is a possibility that we may have to ration water, but at the very least dramatically decrease our water usage. This commercial center would use a considerable amount of water, especially the car wash. Can the County justify this increase in water usage?

The noise generated by the commercial center would be tremendous. To cut down on the noise, a six foot block wall would need to be built on the south perimeter of the property with landscape on the south side of the wall and business hours be limited limited to no earlier that 8:00 a.m. and no later that 6:00 p.m.

**Crime and property value decline is also a major concern. Liquor sales should be prohibited. Signage should be limited to the NE corner of L-2 and 50<sup>th</sup> Street West only, and the sign on the NE corner should be a maximum of five feet in height. Bottom of sign should not exceed two feet above landscaped berm.**

Thank you for you attention to these important matters.

Sincerely,

*Charles Skinner*

Diane Dance  
Robert J. O'Brien  
4832 West Avenue L-2  
Quartz Hill, CA 93536

March 19, 2009

Los Angeles County  
Department of Regional Planning  
320 West Temple Street  
Los Angeles, CA 90012

Re: Project Number R2006-02566  
Conditional Use Permit 200600212  
Northeast corner of 50<sup>th</sup> Street West and West Avenue L-2, Quartz Hill, CA

To Whom It May Concern:

As a resident of the above referenced neighborhood, we would like to voice our concerns about the negative impact that this commercial project would have on our quiet residential neighborhood.

One of our biggest concerns is the Avenue L-2 access. This street consists of single family residences on large rural lots with minimal traffic. There is a new custom home that was completed in 2008 adjacent to the proposed project to the East. There is a small residential vacant lot on the SE corner of L-2. The next four houses to the south of the proposed project are custom homes built in 1988 on lots that are approximately 27,390 SF (5/8 of an acre). These are the only houses on the street with curbs, sidewalks and street lights, as the County required the builder to install them when these houses were built. The street is paved, but the other houses on the street do not have curbs, sidewalks, and street lights. It is a narrow, rural street. An access on L-2 would increase the traffic considerably, thereby causing a noise nuisance and possible safety hazards.

The State of California has declared that we are in a drought. There is a possibility that we may have to ration water, but at the very least dramatically decrease our water usage. According to statistics, the average full-service car wash as per industry surveys takes 37 gallons to wash one car and many car washes use a reverse osmosis rinse. To make reverse osmosis water it takes 3 gallons to make 1 gallon of the pure water for the spotless rinse. Most car washes do not recycle their water. This commercial center would use a considerable amount of water, *especially the car wash*. Can the County justify this increase in water usage?

The noise generated the by this commercial complex would be tremendous during business hours.

I spoke to Daniel Johnson of Johnson Appraisal, Inc., a member of the American Institute of Real Estate Appraisers. I apprised Mr. Johnson of the proposed commercial center, asking his professional opinion as to what impact it will have on the property value of the surrounding homes. He said that when you construct something that is non-conforming to an existing neighborhood, that it will depreciate the value of the existing property due to external obsolescence. Typically, neighborhood commercial shopping centers are constructed in neighborhoods with apartment buildings in the immediate surrounding area, as opposed to single family dwellings. It then takes up the buffer of going from one extreme to another. It is his

Los Angeles County  
Department of Regional Planning  
Re: Project Number R2006-02566  
March 19, 2009

opinion that a shopping center in that location would be non-conforming and a nuisance to the area residents.

The owner of the proposed complex wants to construct the project without first obtaining an Environmental Impact Report. We believe that such a project would mandate that such a report be obtained, as the majority of the businesses to be located on the property generate hazardous waste. The report would also address, among other things, the drought situation, impact on traffic, noise, impact on property value in surrounding neighborhood, etc.

We would be agreeable to the project subject to the following conditions:

- An Environmental Impact Report be obtained, including but not limited to hazardous waste generated at the site, the drought situation and water usage at the site, impact on traffic, noise, and property value in surrounding neighborhood;
- The access on Avenue L-2 be eliminated, and if that is not possible, that the access be moved as close to the NE corner of the property as possible, and that it be gated and locked and used for emergency use only by either the Sheriff's Department or Fire Department;
- That a stucco-coated masonry wall, *no less than six feet high*, be constructed on the south boundary of the property, with landscaping on the south side of the wall;
- Business hours be limited to no earlier than 8:00 AM and no later than 6:00 PM;
- Sales of alcoholic beverages be prohibited;
- Signage on Avenue L-2 be limited to the NE corner of L-2 and 50<sup>th</sup> Street West. Said sign be a maximum of five feet in height. Bottom of sign not to exceed two feet above landscaping.

Thank you for your attention to these important matters.

Sincerely,

Diane Dance

Robert J. O'Brien

Mrs. Veronica Bertell  
4842 W. Ave L-2  
Quartz Hill, CA 93536

March 19, 2009

Los Angeles County  
Department of Regional Planning  
320 West Temple Street  
Los Angeles, CA 90012

Re: Project Number R2006-02566  
Conditional Use Permit 200600212  
Northeast corner of 50<sup>th</sup> Street West and West Avenue L-2, Quartz Hill, CA

To Whom It May Concern:

As a resident directly impacted by the above named project, I wish to voice my concerns about the negative conditions this development will force upon our quiet neighborhood. Several issues bear examination before this project should be allowed to continue.

To the south of said property are many single family residential homes and a vacant lot. All these homes were built prior to the change in zoning. **The L-2 access that is proposed would open directly into my front door.** A corridor of advancing lights would be a constant distraction and disruption to my family activities and peaceful lifestyle anticipated and protected in a residential area. I suggest the L-2 entry be moved to egress directly across from the vacant lot and since its main purpose is fire access, it should be gated and locked for emergency use only. This will allow planned vegetation to obscure our homes from lights and immediate view of the commercial center, with significantly reduced traffic on L-2. **There is no other area in Quartz Hill where a commercial access directly faces a residence.** This would be a sad precedent.

The water issue is of concern to all who live in the drought stricken area. Our government has ruled strictly on the use of water and washing cars, where the waste of water running down concrete, may be fined. The car wash is predisposed to an extremely inefficient **wasting of water** with no secondary use. In addition, this corner is notorious for flooding and the developer should be responsible for drain capacity to accommodate the car wash excess and nuisance water that will accumulate. How is a car wash acceptable to the County during this extended drought?

Bertell 2

The noise level, particularly from the automotive sections will be prohibitive. To subdue this effect a six foot high cinderblock wall along the south property line with aggressive landscaping facing the homes would need to be placed and maintained by the developer. All of our front bedrooms face this project and because of noise and lighting, all business should open no earlier than 8:00 A.M. and close no later than 6:00 P.M. **Liquor sales should be prohibited.**

Other concerns are the continued building of these corner malls that seem to have few occupied storefronts and older established businesses that have had to abandon those buildings. Do we really need more areas of future blight in this valley especially so attached to our neighborhoods? Yes, the economy may pull out of the dumps but will it not take years to repair the damage to our business sector, and is not this state in far worse shape when small business is concerned? When speaking to the developers they have indicated that **only one business has signed up so far for this area,**

It has also come to my attention that in fact, the negotiation for zone change for this parcel rested on the criteria that **no L-2 access** would be included in any development. I believe this is the foremost concern of all residents on L-2 and it would expedite the proceedings if this access were removed. Additionally, many of the residents were confused with items presented at the meeting such as no environmental impact report as well as information seemingly gained from the residents themselves that no one had given.

Thank you for your attention to our concerns,

Veronica and Michael Bertell  
4842 West Ave. L-2  
Quartz Hill, CA 93536  
rbertell1@aol.com  
661 943-4896

Kevin Chandler  
4854 W. Ave L-4  
Quartz Hill CA.

TO: L.A. Co. Planning Commission  
RE: Project # R2006-02565-(5)  
(50<sup>th</sup> West / L-2 Quartz Hill)

As a long time homeowner at the corner of 50<sup>th</sup> West / L-4 (21 years), I strongly disapprove of this proposed development in a residential area! We don't need, or want a car wash & Service station at this location. We already have 4 gas stations, 2 drive thru car washes, and 1 coin self serve wash within 1 mile of this location! The Quartz Hill Business District south of Ave L-8 on 50<sup>th</sup> West has a much wider street and a center turn lane. Ave L to L-8 on 50<sup>th</sup> St. has a narrow road with no turn lanes. This is a traffic safety issue, and I have personally seen several accidents (1 serious pedestrian) at my intersection of 50<sup>th</sup> / L-4 over the years due to heavy use of this roadway during "rush hour", morning and night. Please Don't Approve This Project!! It Doesn't Belong In This Area!!

Sincerely,

Kevin Chandler



**Edwards, Dean**

---

**From:** Hickling, Norm [NHickling@jacbos.org]  
**Sent:** Thursday, March 19, 2009 5:52 PM  
**To:** Sanabria, Jon; Alexanian, Sorin; Edwards, Dean  
**Subject:** FW: New Development 50th. street west & Ave. L-2

On Tuesday night of this week I was at the Quartz Hill Town council meeting. Project R2006-02565-(5) was discussed at length. I understand the QH Town Council, a couple years ago, wrote a letter of approval for the noted project.

However, the current Town Council had some clear concerns. The applicant was not at the meeting on Tuesday; however, they did supply information on the project to the TC.

The consensus of the concerns with the project centered on the issue noted below.

Norm Hickling, Deputy to Supervisor Antonovich Antelope Valley Field Office  
1113 Ave M-4, Suite A  
Palmdale, Ca 93551  
661-726-3600

-----Original Message-----

**From:** Jess Baker [mailto:tractormangreen@verizon.net]  
**Sent:** Wednesday, March 18, 2009 12:01 PM  
**To:** Hickling, Norm  
**Subject:** New Development 50th. street west & Ave. L-2

I looked over the plans for a new development on 50 TH. Street west & Ave. L-2. I see that the developer is asking for the access onto Ave. L-2. I see this as a problem for L-2 is a residential street. As a Home Owner I don't want the increased traffic on our street. I see after looking over the plans that the developer has the property on Ave. L in which he plans to develop at a later date. In which they have indicated future access to ave. - L. I believe that at this time the county commission should look at this problem and have the developer open the access onto ave. - L as well as two access onto 50th. Street west. The access onto Ave. L-2 should be eliminated.

Wendy Schevola  
4707 West Avenue L2  
Quartz Hill, CA 93536

March 18, 2009

Los Angeles County  
Department of Regional Planning  
320 West Temple Street  
Los Angeles, CA 90012

Re: Project Number R2006-02566  
Conditional Use Permit 200600212  
Northeast corner of 50<sup>th</sup> Street West and West Avenue L-2, Quartz Hill, CA

To Whom It May Concern:

As a resident of the above referenced neighborhood, I would like to voice my concerns about the negative impact that this commercial project would have on our quiet residential neighborhood.

The first concern is the Avenue L-2 access. This street currently consists of single family residences on large rural lots with minimal traffic. An access on L-2 would increase the traffic considerably, thereby causing a noise nuisance and possible safety hazards. I propose that the L-2 access be gated and locked and used for emergency use only by either the Sheriff's Department or Fire Department.

The State of California has declared that we are in a drought. There is a possibility that we may have to ration water, but at the very least dramatically decrease our water usage. This commercial center would use a considerable amount of water, especially the car wash. Can the County justify this increase in water usage?

The noise generated by the commercial center would be tremendous. To cut down on the noise, a six foot block wall would need to be built on the south perimeter of the property with landscaping on the south side of the wall and business hours would need to be limited to no earlier than 8:00 A.M. and no later than 6:00 P.M.

Crime and property value decline is also a major concern. Liquor sales should be prohibited. Signage should be limited to the NE corner of L-2 and 50<sup>th</sup> Street West only, and the sign on the NE corner should be a maximum of five feet in height. Bottom of sign should not exceed two feet above landscaped berm.

Thank you for your attention to these important matters.

Sincerely,

  
Wendy Schevola

Supervisor Michael Antonovich

Antelope Valley:

Norm Hickling, Field Deputy

As a member of the Quartz Hill community, I am against the development as currently proposed on 50<sup>th</sup> Street West and Avenue L-2 in Quartz Hill, California. I am specifically against the exit that is on a residential street, traffic mitigation, an auto repair and gas station that cannot mitigate the noise and smell, and car wash. We sat through two hours of talks at the Quartz Hill Council Meeting about the lack of water in our area and significantly less amount of water that would be given to us by the State. **We are in a drought situation and they want to build a car wash!** Numerous studies have also shown how housing values drop when an automotive area is introduced into the neighborhood. We have always prided ourselves on the uniqueness of Quartz Hill. Please don't take that away from us. Additionally, there are severe problems with the intersection when it does rain. **Flooding is a huge problem because of the lack of proper drainage and the current traffic light situation is insufficient to handle the added traffic** that would come to the corner. If the intersection is blocked or busy in any way, the traffic will automatically turn into the residential area. **Numerous pets have already been killed by the traffic that currently drives our streets.** To increase this traffic could result in the death of a child or the elderly. **Please remember that none of these streets has sidewalks or curbs.** The residents enjoy walking their neighborhood and they would be placed at greater risk. **If there is a problem at the High School on 60<sup>th</sup> and Avenue L the emergency vehicles would be greatly hampered and may result in higher casualties.** The development as it currently stands is not well thought out and we need to look at how this will affect the community and the neighbors who live in the immediate area. In order to have better control over the development of the Quartz Hill area as a whole, I feel the entire property (both lots) on 50<sup>th</sup> Street West and Avenue L should be developed as a whole with exits on 50<sup>th</sup> Street West and on Avenue L, **with no exits of any kind into the L-2 residential area. No traffic from the development should be allowed to turn into the residential area.** The community needs your help!

Sincerely,

*Susan Burke*  
42716 47<sup>th</sup> St. West  
Quartz Hill, CA 93536

Supervisor Michael Antonovich

Antelope Valley:

Norm Hickling, Field Deputy

As a member of the Quartz Hill community, I am against the development as currently proposed on 50<sup>th</sup> Street West and Avenue L-2 in Quartz Hill, California. I am specifically against the exit that is on a residential street, traffic mitigation, an auto repair and gas station that cannot mitigate the noise and smell, and car wash. We sat through two hours of talks at the Quartz Hill Council Meeting about the lack of water in our area and significantly less amount of water that would be given to us by the State. **We are in a drought situation and they want to build a car wash!** Numerous studies have also shown how housing values drop when an automotive area is introduced into the neighborhood. We have always prided ourselves on the uniqueness of Quartz Hill. Please don't take that away from us. Additionally, there are severe problems with the intersection when it does rain. **Flooding is a huge problem because of the lack of proper drainage and the current traffic light situation is insufficient to handle the added traffic that would come to the corner.** If the intersection is blocked or busy in any way, the traffic will automatically turn into the residential area. **Numerous pets have already been killed by the traffic that currently drives our streets.** To increase this traffic could result in the death of a child or the elderly. **Please remember that none of these streets has sidewalks or curbs.** The residents enjoy walking their neighborhood and they would be placed at greater risk. **If there is a problem at the High School on 60<sup>th</sup> and Avenue L the emergency vehicles would be greatly hampered and may result in higher casualties.** The development as it currently stands is not well thought out and we need to look at how this will affect the community and the neighbors who live in the immediate area. In order to have better control over the development of the Quartz Hill area as a whole, I feel the entire property (both lots) on 50<sup>th</sup> Street West and Avenue L should be developed as a whole with exits on 50<sup>th</sup> Street West and on Avenue L, **with no exits of any kind into the L-2 residential area. No traffic from the development should be allowed to turn into the residential area.** The community needs your help!

Sincerely,



A-265347<sup>th</sup> STREET WEST

QUARTZ HILL, CA. 93536

661-341-0770


Supervisor Michael Antonovich

Antelope Valley:

Norm Hickling, Field Deputy

As a member of the Quartz Hill community, I am against the development as currently proposed on 50<sup>th</sup> Street West and Avenue L-2 in Quartz Hill, California. I am specifically against the exit that is on a residential street, traffic mitigation, an auto repair and gas station that cannot mitigate the noise and smell, and car wash. We sat through two hours of talks at the Quartz Hill Council Meeting about the lack of water in our area and significantly less amount of water that would be given to us by the State. **We are in a drought situation and they want to build a car wash!** Numerous studies have also shown how housing values drop when an automotive area is introduced into the neighborhood. We have always prided ourselves on the uniqueness of Quartz Hill. Please don't take that away from us. Additionally, there are severe problems with the intersection when it does rain. **Flooding is a huge problem because of the lack of proper drainage and the current traffic light situation is insufficient to handle the added traffic that would come to the corner.** If the intersection is blocked or busy in any way, the traffic will automatically turn into the residential area. **Numerous pets have already been killed by the traffic that currently drives our streets.** To increase this traffic could result in the death of a child or the elderly. **Please remember that none of these streets has sidewalks or curbs.** The residents enjoy walking their neighborhood and they would be placed at greater risk. **If there is a problem at the High School on 60<sup>th</sup> and Avenue L the emergency vehicles would be greatly hampered and may result in higher casualties.** The development as it currently stands is not well thought out and we need to look at how this will affect the community and the neighbors who live in the immediate area. In order to have better control over the development of the Quartz Hill area as a whole, I feel the entire property (both lots) on 50<sup>th</sup> Street West and Avenue L should be developed as a whole with exits on 50<sup>th</sup> Street West and on Avenue L, **with no exits of any kind into the L-2 residential area. No traffic from the development should be allowed to turn into the residential area.** The community needs your help!

Sincerely,

 42716 W 47<sup>th</sup> S.

Supervisor Michael Antonovich

Antelope Valley:

Norm Hickling, Field Deputy

I am a member of the Quartz Hill community who is against the development as currently proposed on 50<sup>th</sup> Street West and Avenue L-2 in Quartz Hill, California. I am specifically against the exit that is on a residential street, traffic mitigation, an auto repair and gas station that cannot mitigate the noise and smell, and car wash. We sat through two hours of talks at the Quartz Hill Council Meeting about the lack of water in our area and significantly less amount of water that would be given to us by the State. **We are in a drought situation and they want to build a car wash!** Numerous studies have also shown how housing values drop when an automotive area is introduced into the neighborhood. We have always prided ourselves on the uniqueness of Quartz Hill. Please don't take that away from us. Additionally, there are severe problems with the intersection when it does rain. **Flooding is a huge problem because of the lack of proper drainage and the current traffic light situation is insufficient to handle the added traffic that would come to the corner.** If the intersection is blocked or busy in any way, the traffic will automatically turn into the residential area. **Numerous pets have already been killed by the traffic that currently drives our streets.** To increase this traffic could result in the death of a child or the elderly. **Please remember that none of these streets has sidewalks or curbs.** The residents enjoy walking their neighborhood and they would be placed at greater risk. **If there is a problem at the High School on 60<sup>th</sup> and Avenue L the emergency vehicles would be greatly hampered.** The development as it currently stands is not well thought out and we need to look at how this will affect the community and the neighbors who live in the immediate area. In order to have better control over the development of the Quartz Hill area as a whole, I feel the entire property (both lots) on 50<sup>th</sup> Street West and Avenue L should be developed as a whole with exits on 50<sup>th</sup> Street West and on Avenue L, **with no exits of any kind into the L-2 residential area.** No traffic from the development should be allowed to turn into the residential area. The community needs your help and we are looking to you.

Sincerely,

*Richard B. Keston*

4754 W. AVENUE L-2

QUARTZ HILL CA 93536

661-943-4562

Supervisor Michael Antonovich

Antelope Valley:

Norm Hickling, Field Deputy

I am a member of the Quartz Hill community who is against the development as currently proposed on 50<sup>th</sup> Street West and Avenue L-2 in Quartz Hill, California. I am specifically against the exit that is on a residential street, traffic mitigation, an auto repair and gas station that cannot mitigate the noise and smell, and car wash. We sat through two hours of talks at the Quartz Hill Council Meeting about the lack of water in our area and significantly less amount of water that would be given to us by the State. **We are in a drought situation and they want to build a car wash!** Numerous studies have also shown how housing values drop when an automotive area is introduced into the neighborhood. We have always prided ourselves on the uniqueness of Quartz Hill. Please don't take that away from us. Additionally, there are severe problems with the intersection when it does rain. **Flooding is a huge problem because of the lack of proper drainage and the current traffic light situation is insufficient to handle the added traffic that would come to the corner.** If the intersection is blocked or busy in any way, the traffic will automatically turn into the residential area. **Numerous pets have already been killed by the traffic that currently drives our streets.** To increase this traffic could result in the death of a child or the elderly. **Please remember that none of these streets has sidewalks or curbs.** The residents enjoy walking their neighborhood and they would be placed at greater risk. **If there is a problem at the High School on 60<sup>th</sup> and Avenue L the emergency vehicles would be greatly hampered.** The development as it currently stands is not well thought out and we need to look at how this will affect the community and the neighbors who live in the immediate area. In order to have better control over the development of the Quartz Hill area as a whole, I feel the entire property (both lots) on 50<sup>th</sup> Street West and Avenue L should be developed as a whole with exits on 50<sup>th</sup> Street West and on Avenue L, **with no exits of any kind into the L-2 residential area. No traffic from the development should be allowed to turn into the residential area.** The community needs your help and we are looking to you.

Sincerely,

*Reggy Jent - 4808 W. ave L-2 Quartz Hill, Ca - 718-2529*

Supervisor Michael Antonovich

Antelope Valley:

Norm Hickling, Field Deputy

I am a member of the Quartz Hill community who is against the development as currently proposed on 50<sup>th</sup> Street West and Avenue L-2 in Quartz Hill, California. I am specifically against the exit that is on a residential street, traffic mitigation, an auto repair and gas station that cannot mitigate the noise and smell, and car wash. We sat through two hours of talks at the Quartz Hill Council Meeting about the lack of water in our area and significantly less amount of water that would be given to us by the State. **We are in a drought situation and they want to build a car wash!** Numerous studies have also shown how housing values drop when an automotive area is introduced into the neighborhood. We have always prided ourselves on the uniqueness of Quartz Hill. Please don't take that away from us. Additionally, there are severe problems with the intersection when it does rain. **Flooding is a huge problem because of the lack of proper drainage and the current traffic light situation is insufficient to handle the added traffic** that would come to the corner. If the intersection is blocked or busy in any way, the traffic will automatically turn into the residential area. **Numerous pets have already been killed by the traffic that currently drives our streets.** To increase this traffic could result in the death of a child or the elderly. **Please remember that none of these streets has sidewalks or curbs.** The residents enjoy walking their neighborhood and they would be placed at greater risk. **If there is a problem at the High School on 60<sup>th</sup> and Avenue L the emergency vehicles would be greatly hampered.** The development as it currently stands is not well thought out and we need to look at how this will affect the community and the neighbors who live in the immediate area. In order to have better control over the development of the Quartz Hill area as a whole, I feel the entire property (both lots) on 50<sup>th</sup> Street West and Avenue L should be developed as a whole with exits on 50<sup>th</sup> Street West and on Avenue L, with no exits of any kind into the L-2 residential area. **No traffic from the development should be allowed to turn into the residential area.** The community needs your help and we are looking to you.

Sincerely,

*Linda Kerston*  
4754 W Ave L-2  
Quartz Hill  
661-943-4562



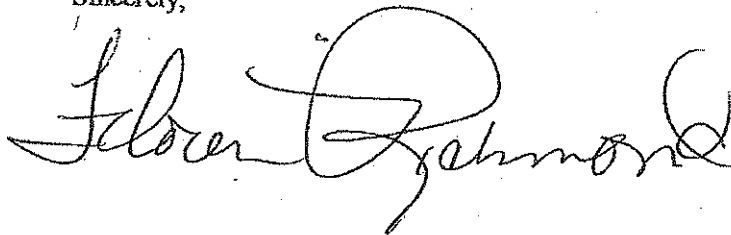
Supervisor Michael Antonovich

Antelope Valley:

Norm Hickling, Field Deputy

I am a member of the Quartz Hill community who is against the development as currently proposed on 50<sup>th</sup> Street West and Avenue L-2 in Quartz Hill, California. I am specifically against the exit that is on a residential street, traffic mitigation, an auto repair and gas station that cannot mitigate the noise and smell, and car wash. We sat through two hours of talks at the Quartz Hill Council Meeting about the lack of water in our area and significantly less amount of water that would be given to us by the State. **We are in a drought situation and they want to build a car wash!** Numerous studies have also shown how housing values drop when an automotive area is introduced into the neighborhood. We have always prided ourselves on the uniqueness of Quartz Hill. Please don't take that away from us. Additionally, there are severe problems with the intersection when it does rain. **Flooding is a huge problem because of the lack of proper drainage and the current traffic light situation is insufficient to handle the added traffic** that would come to the corner. If the intersection is blocked or busy in any way, the traffic will automatically turn into the residential area. **Numerous pets have already been killed by the traffic that currently drives our streets.** To increase this traffic could result in the death of a child or the elderly. **Please remember that none of these streets has sidewalks or curbs.** The residents enjoy walking their neighborhood and they would be placed at greater risk. **If there is a problem at the High School on 60<sup>th</sup> and Avenue L the emergency vehicles would be greatly hampered.** The development as it currently stands is not well thought out and we need to look at how this will affect the community and the neighbors who live in the immediate area. In order to have better control over the development of the Quartz Hill area as a whole, I feel the entire property (both lots) on 50<sup>th</sup> Street West and Avenue L should be developed as a whole with exits on 50<sup>th</sup> Street West and on Avenue L, with no exits of any kind into the L-2 residential area. **No traffic from the development should be allowed to turn into the residential area.** The community needs your help and we are looking to you.

Sincerely,

A handwritten signature in cursive script, appearing to read "Steven Richmond". The signature is written in dark ink and is positioned below the "Sincerely," text.

Supervisor Michael Antonovich

Antelope Valley:

Norm Hickling, Field Deputy

I am a member of the Quartz Hill community who is against the development as currently proposed on 50<sup>th</sup> Street West and Avenue L-2 in Quartz Hill, California. I am specifically against the exit that is on a residential street, traffic mitigation, an auto repair and gas station that cannot mitigate the noise and smell, and car wash. We sat through two hours of talks at the Quartz Hill Council Meeting about the lack of water in our area and significantly less amount of water that would be given to us by the State. **We are in a drought situation and they want to build a car wash!** Numerous studies have also shown how housing values drop when an automotive area is introduced into the neighborhood. We have always prided ourselves on the uniqueness of Quartz Hill. Please don't take that away from us. Additionally, there are severe problems with the intersection when it does rain. **Flooding is a huge problem because of the lack of proper drainage and the current traffic light situation is insufficient to handle the added traffic** that would come to the corner. If the intersection is blocked or busy in any way, the traffic will automatically turn into the residential area. **Numerous pets have already been killed by the traffic that currently drives our streets.** To increase this traffic could result in the death of a child or the elderly. **Please remember that none of these streets has sidewalks or curbs.** The residents enjoy walking their neighborhood and they would be placed at greater risk. **If there is a problem at the High School on 60<sup>th</sup> and Avenue L the emergency vehicles would be greatly hampered.** The development as it currently stands is not well thought out and we need to look at how this will affect the community and the neighbors who live in the immediate area. In order to have better control over the development of the Quartz Hill area as a whole, I feel the entire property (both lots) on 50<sup>th</sup> Street West and Avenue L should be developed as a whole with exits on 50<sup>th</sup> Street West and on Avenue L, with no exits of any kind into the L-2 residential area. **No traffic from the development should be allowed to turn into the residential area.** The community needs your help and we are looking to you.

Sincerely,



Supervisor Michael Antonovich

Antelope Valley:

Norm Hickling, Field Deputy

I am a member of the Quartz Hill community who is against the development as currently proposed on 50<sup>th</sup> Street West and Avenue L-2 in Quartz Hill, California. I am specifically against the exit that is on a residential street, traffic mitigation, an auto repair and gas station that cannot mitigate the noise and smell, and car wash. We sat through two hours of talks at the Quartz Hill Council Meeting about the lack of water in our area and significantly less amount of water that would be given to us by the State. **We are in a drought situation and they want to build a car wash!** Numerous studies have also shown how housing values drop when an automotive area is introduced into the neighborhood. We have always prided ourselves on the uniqueness of Quartz Hill. Please don't take that away from us. Additionally, there are severe problems with the intersection when it does rain. **Flooding is a huge problem because of the lack of proper drainage and the current traffic light situation is insufficient to handle the added traffic that would come to the corner.** If the intersection is blocked or busy in any way, the traffic will automatically turn into the residential area. Numerous pets have already been killed by the traffic that currently drives our streets. To increase this traffic could result in the death of a child or the elderly. **Please remember that none of these streets has sidewalks or curbs.** The residents enjoy walking their neighborhood and they would be placed at greater risk. **If there is a problem at the High School on 60<sup>th</sup> and Avenue L the emergency vehicles would be greatly hampered.** The development as it currently stands is not well thought out and we need to look at how this will affect the community and the neighbors who live in the immediate area. In order to have better control over the development of the Quartz Hill area as a whole, I feel the entire property (both lots) on 50<sup>th</sup> Street West and Avenue L should be developed as a whole with exits on 50<sup>th</sup> Street West and on Avenue L, with no exits of any kind into the L-2 residential area. **No traffic from the development should be allowed to turn into the residential area.** The community needs your help and we are looking to you.

Sincerely,

Barbara J. [Signature]

Supervisor Michael Antonovich

Antelope Valley:

Norm Hickling, Field Deputy

I am a member of the Quartz Hill community who is against the development as currently proposed on 50<sup>th</sup> Street West and Avenue L-2 in Quartz Hill, California. I am specifically against the exit that is on a residential street, traffic mitigation, an auto repair and gas station that cannot mitigate the noise and smell, and car wash. We sat through two hours of talks at the Quartz Hill Council Meeting about the lack of water in our area and significantly less amount of water that would be given to us by the State. **We are in a drought situation and they want to build a car wash!** Numerous studies have also shown how housing values drop when an automotive area is introduced into the neighborhood. We have always prided ourselves on the uniqueness of Quartz Hill. Please don't take that away from us. Additionally, there are severe problems with the intersection when it does rain. **Flooding is a huge problem because of the lack of proper drainage** and the current traffic light situation is insufficient to handle the added traffic that would come to the corner. If the intersection is blocked or busy in any way, the traffic will automatically turn into the residential area. **Numerous pets have already been killed by the traffic that currently drives our streets.** To increase this traffic could result in the death of a child or the elderly. **Please remember that none of these streets has sidewalks or curbs.** The residents enjoy walking their neighborhood and they would be placed at greater risk. **If there is a problem at the High School on 60<sup>th</sup> and Avenue L the emergency vehicles would be greatly hampered.** The development as it currently stands is not well thought out and we need to look at how this will affect the community and the neighbors who live in the immediate area. In order to have better control over the development of the Quartz Hill area as a whole, I feel the entire property (both lots) on 50<sup>th</sup> Street West and Avenue L should be developed as a whole with exits on 50<sup>th</sup> Street West and on Avenue L, with no exits of any kind into the L-2 residential area. **No traffic from the development should be allowed to turn into the residential area.** The community needs your help and we are looking to you.

Sincerely,

Debra  
Jent

21808 W. AVE L-2  
718-2529

# Regional Planning Commission Transmittal Checklist

Hearing Date

4/1/2009

Agenda Item Number

7

Project Number: R2006-02565-(5)  
Case(s): RCUP200600212  
Contact Person: Dean Edwards

Included	NA/None	Document
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Factual
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Property Location Map
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Staff Report
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Draft Findings
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Draft Conditions
<input checked="" type="checkbox"/>	<input type="checkbox"/>	DPW Letter
<input checked="" type="checkbox"/>	<input type="checkbox"/>	FD Letter
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Other Department's Letter(s)
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Burden Of Proof Statement(s)
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Environmental Documentation (IS, MMP, EIR)
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Opponent And Proponent Letters
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Photographs
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Resolution (ZC Or PA)
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Ordinance with 8.5 X 11 Map (ZC Or PA)
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Aerial (Ortho/Oblique) Image(s)
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Land Use Radius Map
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Site Plan And Elevations
<input type="checkbox"/>	<input type="checkbox"/>	

Reviewed By:

*Mark Cline*



Los Angeles County Department of Regional Planning  
320 West Temple Street  
Los Angeles, California 90012  
Telephone (213) 974-6443  
**PROJECT NUMBER R2006-02565**  
**CONDITIONAL USE PERMIT 200600212**

PUBLIC HEARING DATE	AGENDA ITEM 7
RPC CONSENT DATE	CONTINUE TO

**APPLICANT**

Ernest Ramirez

**OWNER**

Quartz Hill Center

**REPRESENTATIVE**

KLPM/Steve Schroer

**REQUIRED ENTITLEMENTS**

Conditional Use Permit - Per Section 22.28.340(B), a nonresidential use in the CPD (Commercial Planned Development) zone requires a conditional use permit.

**PROJECT DESCRIPTION**

The proposed project consists of a 29,905 retail center that includes 18,995 square feet of retail floor area, a 2,500 square foot carwash, 875 square feet of second floor offices, a 3,375 square foot automobile service station and a 4,200 square foot automobile service station. Light automobile maintenance but not fuel sales is proposed at the automobile service stations. 11,500 square feet (or 11.5%) of landscaping is provided throughout the site. 154 parking spaces are provided including three handicapped spaces. A 6 foot high stucco-coated masonry wall is proposed on the easterly boundary. Four trash enclosures with 6 foot high finished masonry matching the associated buildings are located near each primary use. Two monument signs (6 foot high by 6 feet wide and 10 foot high by 8 foot wide) are proposed on the southerly and southwesterly portions of the site. Auto queuing areas are proposed for carwash drying (16 spaces), vacuum area (9 spaces), and lube ingress (9 spaces) and lube egress (9 spaces).

**LOCATION/ADDRESS**

Northeast corner of 50th Street West and West Avenue L-2

**SITE DESCRIPTION**

The subject property is vacant and flat with disturbed soil. It is vegetated with grasses and shrubs.

**ACCESS**

Access is proposed by three driveways off of 50th Street West and West Avenue L-2.

**ZONED DISTRICT**

Quartz Hill

**ASSESSORS PARCEL NUMBER**

3103-001-002 &amp; 003

**COMMUNITY**

Antelope Valley

**SIZE**

2.3 Acres

**COMMUNITY STANDARDS DISTRICT**

NA

**EXISTING LAND USE****EXISTING ZONING**

Project Site	Vacant	CPD (Commercial Planned Development)
North	Vacant	R-1-7500 (Single-family Residence)
East	Single-family Residence	R-1-7500 (Single-family Residence)
South	Vacant/Single-family Residence	R-1-7500 (Single-family Residence)
West	Commercial/Industrial	R-1-7500 (Single-family Residence)

**GENERAL PLAN/COMMUNITY PLAN**

Antelope Valley Area-wide General Plan

**LAND USE DESIGNATION**

C (Commercial) &amp; U-1 (Urban 1)

**MAXIMUM DENSITY**

3.3 du/ac

**ENVIRONMENTAL DETERMINATION**

Negative Declaration

**RPC LAST MEETING ACTION SUMMARY**

LAST RPC MEETING DATE	RPC ACTION	NEEDED FOR NEXT MEETING
MEMBERS VOTING AYE	MEMBERS VOTING NO	MEMBERS ABSTAINING/ABSENT

**TO BE COMPLETED ONLY ON CASES TO BE HEARD BY THE BOARD OF SUPERVISORS**

STAFF CONTACT PERSON: Dean Edwards		
RPC HEARING DATE(S)	RPC ACTION DATE	RPC RECOMMENDATION
MEMBERS VOTING AYE	MEMBERS VOTING NO	MEMBERS ABSTAINING
STAFF RECOMMENDATION (PRIOR TO HEARING):		
SPEAKERS* (O) 0 (F) 0	PETITIONS (O) 0 (F) 0	LETTERS (O) 0 (F) 0

\*(O) = Opponents (F) = In Favor

A

B

C

D

E

F

G

H

see 1750 map

N

LANCASTER

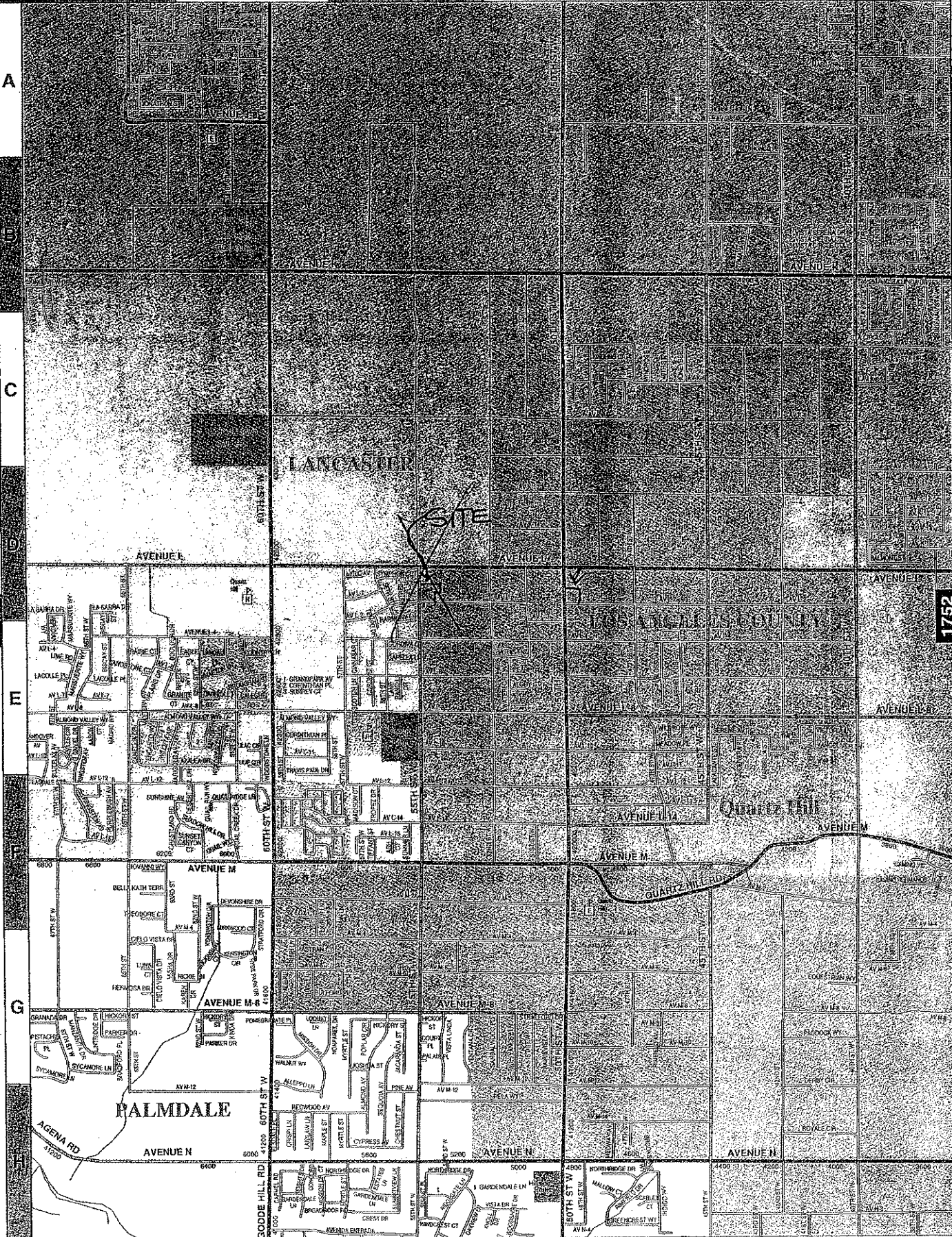
SITE

LOS ANGELES COUNTY

Quartz Hill

PALMDALE

1752





**STAFF ANALYSIS**  
**PROJECT NUMBER R2006-02565**  
**CONDITIONAL USE PERMIT 200600212**

**PROJECT DESCRIPTION**

The proposed project consists of a 29,905 retail center that includes 18,995 square feet of retail floor area, a 2,500 square foot carwash, 875 square feet of second floor offices, a 3,375 square foot automobile service station and a 4,200 square foot automobile service station. Light automobile maintenance but not fuel sales is proposed at the automobile service stations. 11,500 square feet (or 11.5%) of landscaping is provided throughout the site. 154 parking spaces are provided including three handicapped spaces. A six foot high stucco-coated masonry wall is proposed on the easterly boundary. Four trash enclosures with six foot high finished masonry matching the associated buildings are located near each primary use. Two monument signs (6 foot high by six feet wide and ten foot high by eight foot wide) are proposed on the southerly and southwesterly portions of the site. Auto queuing areas are proposed for carwash drying (16 spaces), vacuum area (nine spaces), and lube ingress (nine spaces) and lube egress (nine spaces).

**REQUIRED ENTITLEMENTS**

Conditional Use Permit - Per Section 22.28.340(B), a nonresidential use in the CPD (Commercial Planned Development) zone requires a conditional use permit.

**LOCATION**

The subject property is located on the northeast corner of 50th Street West and West Avenue L-2 in the community of Antelope Valley and Quartz Hill Zoned District.

**SITE DESCRIPTION**

The subject property is vacant and flat with disturbed soil. It is vegetated with grasses and shrubs.

**ENVIRONMENTAL DETERMINATION**

The Department of Regional Planning has determined that a Negative Declaration is the appropriate environmental documentation under California Environmental Quality Act (CEQA) reporting requirements. The Initial Study concluded that there is no evidence that the project may have a significant effect on the environment.

**LEGAL NOTIFICATION AND PUBLIC OUTREACH**

Pursuant to the provisions of Sections 22.60.174 and 22.60.175 of the County Code, the community was appropriately notified of the public hearing by mail, newspaper, property posting, library posting and DRP website posting.

**PREVIOUS CASES/ZONING HISTORY**

Conditional Use Permit 88460 and Zone Change 88460 for stores and offices were approved on July 17, 1990. This project was not built.

There are no zoning violations on the property.



## STAFF EVALUATION

### General Plan Consistency

The Antelope Valley Area-wide General Plan land use designation for the project site is Commercial and Urban 1. The Commercial land use designation has four subcategories, including Community Commercial, which would apply to the subject property.

Community Commercial serves adjoining neighborhoods. Typical of uses within such developments are supermarkets, drug stores, small clothing stores and restaurants. Many of the small retail and supporting outlets found in large shopping centers typify what may be expected in a center within Community Commercial. The proposed uses are automobile service station(s), car wash, retail/commercial and offices. The proposed uses would serve the adjoining neighborhoods.

The residential Urban 1 land use designation which allows 1 to 3.3 dwelling units per acre covers a small portion of the west side of the subject property.

The Antelope Valley Area-wide General Plan includes policies specific to the Quartz Hill community (page B-3). The following policies apply to this project.

*A. Future development of commercially and industrially designated areas should:*

- 1. be limited to locally serving commercial or industrial uses.*

The proposed uses are commercial and intended to serve the local community.

- 2. be in keeping with an Early California or Early Western motif.*

This policy applies to existing (1986) commercial and industrial areas (page IV-8). Staff interprets the area referenced by the plan as the Quartz Hill business district which is outside the project area and therefore the aforementioned policy would not apply to this project.

- D. Street improvements should be limited to the necessary paving and drainage structures. Curbs, gutters and sidewalks would not be required unless a special need exists to respond to drainage or traffic concerns.*

The project includes curbs, gutters and sidewalks. The Department of Public Works has determined that they are necessary.

The staff analysis concludes that the proposed project is consistent with The Antelope Valley Area-wide General Plan land use designations and policies.

### Zoning Ordinance and Development Standards Compliance

The subject property is zoned CPD (Commercial Planned Development). Pursuant to Section 22.28.340, with a Conditional Use Permit, property in the CPD zone may be developed to any non-residential use permitted in the C-1 (Restricted Business) zone. Automobile service stations, retail stores and business offices are permitted uses in the C-1 zone (Section 22.28.080). Section 22.08.010 defines automobile services stations as any premise where gasoline and other petroleum products are sold and/or light maintenance activities such as ending tune-ups, lubrication, minor repairs and carburetor cleansing are conducted. Light maintenance activities are

proposed at the service stations but not gasoline sales. An automobile services station does not include premises where heavy automobile maintenance activities such as engine overhauls, automobile painting and body and fender work are conducted. A condition has been proposed to prohibit heavy automobile maintenance activities. Car wash is a use subject to permit in the C-1 zone.

128 parking spaces are required and 154 parking spaces are provided. See table below for parking analysis.

Use	Square Feet	Requirement	Required Spaces
Retail	21,355	1 space per 250 square feet	85
Offices	875	1 space per 400 square feet	2
Car Wash	2,500	1 space per 250 square feet	10
Service Stations	7,575	1 space per 250 square feet	30
Total			128

Two freestanding signs are proposed, one is 10 foot high by eight foot wide and the other is six foot high by six foot wide. Pursuant to Section 22.28.340.B.6, signs permitted in the C-1 zone may be allowed in the CPD zone. Pursuant to Section 22.52.890.B1, the maximum sign area is 50 square feet plus one fourth square foot of sign area for each one foot of street or highway frontage in excess of 100 feet. See table below for sign area compliance. Pursuant to Section 22.52.890.C.1, freestanding business signs shall not exceed a maximum height of 30 feet. The maximum height of the proposed signs is 10 feet. Pursuant to Section 22.52.890.D.1, no freestanding business sign may be located nearer to a lot line than a distance equal to 25 feet plus one foot for every one square foot of sign area in excess of 50 square feet. The proposed signs are more than 25 feet from the nearest property line. Pursuant to Section 22.52.890.D.3, no freestanding business sign may be located on the same frontage on the same lot or parcel of land than a distance equal to 100 feet. The proposed signs are on different frontages (50<sup>th</sup> Street West and Ave L-2).

Sign	Area (Square Feet)	Max Area Allowed (Square Feet)	Compliant
10' X 8'	80	$50 + (306 - 100)(.25) = 101.5$	Yes
6' X 6'	36	$50 + (274 - 100)(.25) = 93.5$	Yes

The staff analysis concludes that the proposed project is compliant with the CPD zone and development standards.

#### Neighborhood Impact/Land Use Compatibility

The subject property is surrounded by the following land uses: vacant land, single-family residences and commercial/industrial uses. With conditions, the proposed project would not negatively impact the neighborhood and the project would be compatible with the surrounding land uses.

#### Burden of Proof

The applicant is required to substantiate all facts identified by Section of the Los Angeles County Code. The Burden of Proof with applicant's responses is attached. The burden of proof has been met because: project design and conditions will reduce the impact to the neighborhood, the project site is adequate in size and shape to accommodate required development features, the project

includes circulation improvements, and the project site is adequately served by utilities and public transit.

**COUNTY DEPARTMENT COMMENTS AND RECOMMENDATIONS**

The Department of Public Works submitted a letter (attached) dated November 6, 2008 recommending approval with conditions. The Fire Department submitted a letter (attached) dated March 28, 2007 identifying fire-flow requirements, fire hydrant installation and testing requirements, and access adequacy.

**PUBLIC COMMENTS**

Staff received a copy of a letter (attached) from the Quartz Hill Town Council (QHTC) to the applicant thanking the applicant for presenting their project a QHTC meeting. The letter mentions "concerns" that the Council had with the project but does not identify the nature of the concerns or identify remedies. Staff contacted the Council to clarify their position but has not received a response.

**FEES/DEPOSITS**

If approved, fees identified in the attached project conditions will apply unless modified by the Regional Planning Commission.

**STAFF RECOMMENDATION**

The following recommendation is made prior to the public hearing and is subject to change based upon testimony and/or documentary evidence presented at the public hearing:

Staff recommends approval of Project Number R2006-02565 and Conditional Use Permit 200600212, subject to the attached conditions.

**SUGGESTED APPROVAL MOTIONS**

I move that the public hearing be closed and that the Regional Planning Commission adopt the Negative Declaration associated with Conditional Use Permit 200600212.

I move that the Regional Planning Commission approve Conditional Use Permit 200600212 with findings & conditions.

Prepared by Dean Edwards, Senior Regional Planning Assistant  
Reviewed by Child, Mark, Supervising Regional Planner, Zoning Permits 1 Section

**Attachments:**

Draft Conditions of Approval  
FD & DPW Letters  
Applicant's Burden of Proof statement  
Environmental Document  
Site Photographs  
Site Plan  
Land Use Map

## **FINDINGS AND ORDER OF THE REGIONAL PLANNING COMMISSION COUNTY OF LOS ANGELES**

**PROJECT NUMBER R2006-02565  
CONDITIONAL USE PERMIT 200600212**

### **REQUEST:**

Conditional use permit to allow a retail center with a car wash, two automobile service stations and offices.

**REGIONAL PLANNING COMMISSION HEARING DATE: April 1, 2009**

### **PROCEEDINGS BEFORE THE REGIONAL PLANNING COMMISSION:**

#### Findings

1. The subject property is located on the northeast corner of 50th Street West and West Avenue L-2 in the community of Antelope Valley and Quartz Hill Zoned District.
2. The proposed project consists of a 29,905 retail center that includes 18,995 square feet of retail floor area, a 2,500 square foot carwash, 875 square feet of second floor offices, a 3,375 square foot automobile service station and a 4,200 square foot automobile service station. Light automobile maintenance but not fuel sales is proposed at the automobile service stations. 11,500 square feet (or 11.5%) of landscaping is provided throughout the site. 154 parking spaces are provided including three handicapped spaces. A six foot high stucco-coated masonry wall is proposed on the easterly boundary. Four trash enclosures with 6 foot high finished masonry matching the associated buildings are located near each primary use. Two monument signs (6 foot high by 6 feet wide and 10 foot high by 8 foot wide) are proposed on the southerly and southwesterly portions of the site. Auto queuing areas are proposed for carwash drying (16 spaces), vacuum area (9 spaces), and lube ingress (9 spaces) and lube egress (9 spaces).
3. The proposed project is consistent with The Antelope Valley Area-wide General Plan land use designations and policies because the proposed uses are commercial and intended to serve the local community.
4. Sufficient parking is proposed for the facility because 128 parking spaces are required and 154 parking spaces are to be provided.
5. The subject property is zoned CPD (Commercial Planned Development). Pursuant to Section 22.28.340, with a Conditional Use Permit, property in the CPD zone may be developed to any non-residential use permitted in the C-1 (Restricted Business) zone. Automobile service stations, retail stores and business offices are permitted

uses in the C-1 zone (Section 22.28.080). Section 22.08.010 defines automobile services stations as any premise where gasoline and other petroleum products are sold and/or light maintenance activities such as ending tune-ups, lubrication, minor repairs and carburetor cleansing are conducted. Light maintenance activities are proposed at the service stations but not gasoline sales. An automobile services station does not include premises where heavy automobile maintenance activities such as engine overhauls, automobile painting and body and fender work are conducted.

Two freestanding signs are proposed, one is 10 foot high by eight foot wide and the other is six foot high by six foot wide. Pursuant to Section 22.28.340.B.6, signs permitted in the C-1 zone may be allowed in the CPD zone. Pursuant to Section 22.52.890.B1, the maximum sign area is 50 square feet plus one fourth square foot of sign area for each one foot of street or highway frontage in excess of 100 feet. See table below for sign area compliance. Pursuant to Section 22.52.890.C.1, freestanding business signs shall not exceed a maximum height of 30 feet. The maximum height of the proposed signs is 10 feet. Pursuant to Section 22.52.890.D.1, no freestanding business sign may be located nearer to a lot line than a distance equal to 25 feet plus one foot for every one square foot of sign area in excess of 50 square feet. The proposed signs are more than 25 feet from the nearest property line. Pursuant to Section 22.52.890.D.3, no freestanding business sign may be located on the same frontage on the same lot or parcel of land than a distance equal to 100 feet. The proposed signs are on different frontages (50th Street West and Ave L-2).

The proposed project is compliant with the CPD zone and development standards.

6. The subject property is surrounded by the following land uses: vacant land, single-family residences and commercial/industrial uses. With conditions, the proposed project would be compatible with the surrounding land uses and should not negatively impact the neighborhood.
7. The burden of proof has been met because: project design and conditions will reduce the impact to the neighborhood, the project site is adequate in size and shape to accommodate required development features, the project includes circulation improvements, and the project site is adequately served by utilities and public transit.
8. Pursuant to the provisions of Sections 22.60.174 and 22.60.175 of the County Code, the community was appropriately notified of the public hearing by mail, newspaper and property posting.
9. To assure continued compatibility between the use of the subject property allowed by this grant and surrounding land uses, the Regional Planning Commission determines that it is necessary to limit the term of the grant to 20 years.

10. Due to the current economic situation, projects may experience funding delays. Therefore, the Commission finds it appropriate to allow three years to use the grant
11. The location of the documents and other materials constituting the record of proceedings upon which the Commission's decision is based in this matter is at the Los Angeles County Department of Regional Planning, 13<sup>th</sup> Floor, Hall of Records, 320 West Temple Street, Los Angeles, CA 90012. The custodian of such documents and materials shall be the Section Head of the Zoning Permits 1 Section, Los Angeles County Department of Regional Planning.

**BASED ON THE FOREGOING, THE REGIONAL PLANNING COMMISSION CONCLUDES:**

- A. That the proposed use is consistent with the adopted general plan for the area; and
- B. That the requested use at the proposed location will not adversely affect the health, peace, comfort, or welfare of persons residing or working in the surrounding area, will not be materially detrimental to the use, enjoyment, or valuation of property of other persons located in the vicinity of the site, and will not jeopardize, endanger, or otherwise constitute a menace to the public health, safety or general welfare; and
- C. That the proposed site is adequate in size and shape to accommodate the development features prescribed in Title 22 of the County Code, or as is otherwise required in order to integrate said use with the uses in the surrounding area; and
- A. That the proposed site is adequately served by highways or streets of sufficient width and improved as necessary to carry the kind and quantity of traffic such use would generate, and by other public or private service facilities as are required.

AND, THEREFORE, the information submitted by the applicant and presented at the public hearing substantiates the required findings and burden of proof for a Conditional Use Permit as set forth in Section 22.56.040 of the Los Angeles County Code.

**REGIONAL PLANNING COMMISSION ACTION:**

1. The Regional Planning Commission has considered the Negative Declaration together with any comments received during the public review process, finds on the basis of the whole record before the Commission that there is no substantial evidence the project will have a significant effect of the environment, finds that the Negative Declaration reflects the independent judgment and analysis of the Commission, and adopts the Negative Declaration.
2. In view of the findings of fact and conclusions presented above, Conditional Use Permit 200600212 is APPROVED subject to the attached conditions.

c: Each Commissioner, Zoning Enforcement, Building and Safety

**VOTE:**

Concurring:

Dissenting:

Abstaining:

Absent:

Action Date:

MC:de

April 1, 2009

This grant authorizes a retail center with a car wash, two automobile service stations and offices located on the northeast corner of 50th Street West and West Avenue L-2 in the community of Antelope Valley and Quartz Hill Zoned District, subject to the following conditions of approval;

1. Unless otherwise apparent from the context, the term "permittee" shall include the applicant and any other person, corporation or other entity making use of this grant.
2. This grant shall not be effective for any purpose until the permittee, and the owner of the subject property if other than the permittee, have filed at the office of the Department of Regional Planning their affidavit stating that they are aware of and agree to accept all of the conditions of this grant, and that the conditions of the grant have been recorded as required by Condition Number 8, and until all required monies have been paid pursuant to Condition Number 9 and Condition Number 10.
3. The permittee shall defend, indemnify and hold harmless the County, its agents, officers, and employees from any claim, action, or proceeding against the County or its agents, officers, or employees to attack, set aside, void or annul this permit approval, which action is brought within the applicable time period of Government Code Section 65009. The County shall promptly notify the permittee of any claim, action, or proceeding and the County shall cooperate reasonably in the defense. If the County fails to promptly notify the permittee of any claim action or proceeding, or if the County fails to cooperate fully in the defense, the permittee shall not thereafter be responsible to defend, indemnify, or hold harmless the County.
4. In the event that any claim, action, or proceeding as described above is filed against the County, the permittee shall within ten days of the filing pay the Department of Regional Planning an initial deposit of \$5,000, from which actual costs shall be billed and deducted for the purpose of defraying the expenses involved in the department's cooperation in the defense, including but not limited to, depositions, testimony, and other assistance to permittee or permittee's counsel. The permittee shall also pay the following supplemental deposits, from which actual costs shall be billed and deducted:
  - a. If during the litigation process, actual costs incurred reach 80 percent of the amount on deposit, the permittee shall deposit additional funds sufficient to bring the balance up to the amount of the initial deposit. There is no limit to the number of supplemental deposits that may be required prior to completion of the litigation.
  - b. At the sole discretion of the permittee, the amount of an initial or supplemental deposit may exceed the minimum amounts defined herein.



The cost for collection and duplication of records and other related documents will be paid by the permittee according to Los Angeles County Code Section 2.170.010.

5. This grant will expire unless used within three years from the date of approval. Time extensions may be requested for one year periods. The request must be in writing and accompanied with payment of the applicable fee.
6. If any provision of this grant is held or declared to be invalid, the permit shall be void and the privileges granted hereunder shall lapse.
7. Prior to the use of this grant, the property owner or permittee shall **record the terms and conditions** of the grant in the office of the County Recorder. In addition, upon any transfer or lease of the property during the term of this grant, the property owner or permittee shall promptly provide a copy of the grant and its conditions to the transferee or lessee of the subject property.
8. **This grant will terminate on April 1, 2029.** Entitlement to use of the property thereafter shall be subject to the regulations then in effect. At least six (6) months prior to the expiration of this permit and in the event that the permittee intends to continue operations after such date, a new Conditional Use Permit application shall be filed with the Department of Regional Planning. The application shall be a request for continuance of the use permitted under this grant, whether including or not including modification to the use at that time.
9. The subject property shall be maintained and operated in full compliance with the conditions of this grant and any law, statute, ordinance, or other regulation applicable to any development or activity on the subject property. Failure of the permittee to cease any development or activity not in full compliance shall be a violation of these conditions. The permittee shall deposit with the County of Los Angeles the sum of **\$1,500.00**. The deposit shall be placed in a performance fund, which shall be used exclusively to compensate the Department of Regional Planning for all expenses incurred while inspecting the premises to determine the permittee's compliance with the conditions of approval. The deposit provides for **ten (10) biennial (one every other year)** inspections. Inspections shall be unannounced.

If additional inspections are required to ensure compliance with the conditions of this grant, or if any inspection discloses that the subject property is being used in violation of any one of the conditions of this grant, the permittee shall be financially responsible and shall reimburse the Department of Regional Planning for all additional enforcement efforts necessary to bring the subject property into compliance. Inspections shall be made to ensure compliance with the conditions of this grant as well as adherence to development in accordance with the approved site plan on file. The amount charged for additional inspections shall be \$150.00 per inspection, or the current recovery cost, whichever is greater.

10. Within 3 days of the approval date of this grant, the permittee shall remit processing fees payable to the County in connection with the filing and posting of a Notice of Determination in compliance with Section 21152 of the Public Resources Code for the proposed project, which includes Project Number R2006-02565, Conditional Use Permit 200600212. The project does have "no effect" in its effect on fish and wildlife and in order to defray the cost of wildlife protection and management, the permittee is responsible for the payment of fees associated with the Certificate of Fee Exemption established by the California Department of Fish and Game pursuant to Section 711.4 of the Fish and Game Code. The current fee amount for a Negative Declaration (ND) is \$2068.00 (includes \$75.00 processing fee). No land use project subject to this requirement is final, vested or operative until the fee is paid.
11. Notice is hereby given that any person violating a provision of this grant is guilty of a misdemeanor. Notice is further given that the Regional Planning Commission or a hearing officer may, after conducting a public hearing, revoke or modify this grant, if the Commission or hearing officer finds that these conditions have been violated or that this grant has been exercised so as to be detrimental to the public's health or safety or so as to be a nuisance.
12. Upon receipt of this letter, the permittee shall contact the Fire Prevention Bureau of the Los Angeles County Fire Department to determine what facilities may be necessary to protect the property from fire hazard. Any necessary facilities shall be provided as may be required by said Department.
13. All requirements of the Zoning Ordinance and of the specific zoning of the subject property must be complied with unless otherwise set forth in these conditions or shown on the approved plans.
14. All structures shall conform with the requirements of the Division of Building and Safety of the Department of Public Works.
15. All structures, walls and fences open to public view shall remain free of extraneous markings, drawings or signage that was not approved by the Department of Regional Planning. These shall include any of the above that do not directly relate to the business being operated on the premises or that do not provide pertinent information about said premises.
16. In the event of graffiti or other extraneous markings occurring, the permittee shall remove or cover said markings, drawings, or signage within 24 hours of such occurrence, weather permitting. Paint utilized in covering such markings shall be of a color that matches, as closely as possible, the color of the adjacent surfaces. The only exceptions shall be seasonal decorations or signage provided under the auspices of a civic or non-profit organization.

17. The subject property shall be developed and maintained in substantial compliance with the plans marked Exhibit "A." If changes to the site plan are required as a result of instruction given at the public hearing, an Exhibit "A" incorporating such revisions and or final project refinements shall be submitted to the Department of Regional Planning for staff review and approval within sixty (60) days of the date of approval.
18. The following automobile repair work is prohibited: body and fender work, painting, engine overhauls, transmission repair and upholstery.
19. All automotive repair work shall be conducted within the automotive service building only. Repair work outside the automotive service building is prohibited.
20. To the satisfaction of the Department of Public Works, the permittee shall implement all conditions identified in the Department of Public Works' letter dated November 6, 2008.
21. To the satisfaction of the Fire Department, the permittee shall implement all requirements identified in the Fire Department's letter dated March 28, 2007.
22. Automobile fluids and hazardous materials shall be stored and disposed of in accordance with Fire Department regulations.
23. 154 parking spaces (including handicap spaces) shall be maintained.

Use	Square Feet	Requirement	Required Spaces
Retail	21,355	1 space per 250 square feet	85
Offices	875	1 space per 400 square feet	2
Car Wash	2,500	1 space per 250 square feet	10
Service Stations	7,575	1 space per 250 square feet	30
Total			128

24. Overnight outdoor storage of vehicles is prohibited.
25. Work in the area shall be temporarily halted or redirected and a qualified archaeologist notified to evaluate cultural finds if previously unrecorded archaeological materials are identified during construction grading.

MC:de



# COUNTY OF LOS ANGELES

## DEPARTMENT OF PUBLIC WORKS

*"To Enrich Lives Through Effective and Caring Service"*

DEAN D. EFSTATHIOU, Acting Director

900 SOUTH FREMONT AVENUE  
ALHAMBRA, CALIFORNIA 91803-1331  
Telephone: (626) 458-5100  
<http://dpw.lacounty.gov>

ADDRESS ALL CORRESPONDENCE TO:  
P.O. BOX 1460  
ALHAMBRA, CALIFORNIA 91802-1460

November 6, 2008

IN REPLY PLEASE  
REFER TO FILE: LD-1

TO: Mark Child, AICP  
Zoning Permits I Section  
Department of Regional Planning

Attention: Dean Edwards

FROM: Letty Schleikorn *MLS*  
Subdivision Management Section  
Land Development Division

**CONDITIONAL USE PERMIT (CUP) REVIEW AND COMMENT**  
**PROJECT NO. R2006-0265- 02565**  
**CUP NO. 200600212**  
**42714 50TH STREET WEST**

- ☒ Public Works recommends approval of this CUP.
- ☐ Public Works does NOT recommend approval of this CUP.

We reviewed the site plan for the subject CUP. The permit is for the construction of a retail store, a car wash, and automotive repair shop on a vacant lot.

Upon approval of the permit, we recommend the following conditions:

1. Right of Way and Road Improvement Requirements

- 1.1. Submit a grading plan for approval prior to issuance of a building permit. The grading plans must show and call out the construction of at least all drainage devices and details, paved driveways, elevation and drainage of all pads, and the Standard Urban Stormwater Mitigation Plan (SUSMP) devices if applicable. The applicant is required to show and call out all existing easements on the grading plan and obtain the easement holder approvals.

- 1.2. Provide approval of the latest drainage concept/hydrology/SUSMP by the Storm Drain and Hydrology Section of Land Development Division prior to grading plan approval.
- 1.3. Submit a Covenant, Condition and Restriction or a maintenance agreement for privately maintained drainage devices prior to issuance of occupancy permit.
- 1.4. Provide soil/geology approval of the grading plan by the Geotechnical and Materials Engineering Division, as applicable prior to grading plan approval. Regulatory agency approvals/permit may be required prior to grading plan approval.
- 1.5. Regulatory agency approvals/permit may be required prior to grading plan approval.
- 1.6. Comply with all traffic mitigation requirements, including the payment of any fees that may be required, per the approved traffic study dated November 21, 2007, to the satisfaction of Public Works' Traffic and Lighting Division. Submittal of detailed signing and striping plans and signal plans may be required. If you have any questions regarding the traffic study requirement, please contact Jeff Pletyak at (626) 458-4709.
- 1.7. Dedicate right of way 50 feet from centerline along the property frontage on 50th Street West. Ten feet of additional right of way is required along the property frontage.
- 1.8. Dedicate right of way 32 feet from centerline along the property frontage on Avenue L-2. Two feet of additional right of way is required along the property frontage.
- 1.9. Dedicate the right to restrict vehicular access on 50th Street West.
- 1.10. Provide property line return radii of 27 feet at the intersection of 50th Street West and Avenue L-2 plus additional right of way for corner cut off to meet current guidelines of the Americans with Disabilities Act to the satisfaction of Public Works.

- 1.11. Construct curb, gutter, base, pavement, and full-width sidewalk along the property frontage on 50th Street West to the satisfaction of Public Works. The curb and gutter shall be located 42 feet from centerline.
- 1.12. Construct curb, gutter, base, pavement, and sidewalk along the property frontage on Avenue L-2 to the satisfaction of Public Works. The curb and gutter shall be located 20 feet from centerline.
- 1.13. Construct off-site transition improvements for a 65 mph design speed on 50th Street West in the vicinity of the northerly property line to the satisfaction of Public Works.
- 1.14. Construct off-site transition improvements for a 40 mph design speed on Avenue L-2 in the vicinity of the easterly property line to the satisfaction of Public Works.
- 1.15. Construct any parkway improvements including sidewalk, driveways, curb ramps, landings, etc. that either serve or form a part of a Pedestrian Access Route to meet current Americans with Disabilities Act requirements to the satisfaction of Public Works.
- 1.16. Construct full-width sidewalk and curb ramp at all returns to the satisfaction of Public Works.
- 1.17. Plant street trees on 50th Street West and Avenue L-2 along the property frontage to the satisfaction of Public Works.
- 1.18. Provide and install street name signs prior to occupancy of buildings.
- 1.19. Underground all existing service lines and distribution lines that are less than 50 KV and new utility lines to the satisfaction of Public Works and Southern California Edison. Please contact Construction Division at (626) 458-3129 for new location of any above-ground utility structure in the parkway.
- 1.20. Prepare detailed 1" = 40' scaled signing and striping plans for all multi-lane street and highways within or abutting this subdivision to the satisfaction of Public Works.

- 1.21. Acquire street improvement plan approval or direct check status before obtaining grading permit.
- 1.22. Execute an Agreement to Improve for the street improvements prior to issuance of a building permit.

For questions regarding road conditions, contact Andy Narag at (626) 458-4921.

## 2. Drainage

- 2.1. Comply with the requirements of the hydrology study/SUSMP plan, which was conceptually approved on March 4, 2008, to the satisfaction of Public Works.
- 2.2. Submit recorded covenants for the private maintenance of the SUSMP devices.

For questions regarding drainage conditions, please contact Amir Ibrahim at (626) 458-4921.

## 3. Water

- 3.1. Prior to Grading permit, provide Will Serve letter from the water purveyor indicating that the water system will be operated by the purveyor, that under normal conditions the system will meet the requirements for the project, and that water service will be provided to each building.
- 3.2. Prior to Grading permit, a revised plan is required to show how the on-site proposed development is to be served by existing public water and call out the proposed point of connection to the existing public water system.
- 3.3. A water system maintained by the water purveyor, with appurtenant facilities to serve all buildings in the project, must be provided. The system shall include fire hydrants of the type and location (both on-site and off-site) as determined by the Fire Department. The water mains shall be sized to accommodate the total domestic and fire flows.
- 3.4. Submit landscape and irrigation plans for each open space area in the project, with landscape area greater than or equal to 2,500 square feet, in accordance with the Water Efficient Landscape Ordinance.

For questions regarding water conditions, please contact Massoud Esfahani at (626) 458-4921.

4. Sewer

- 4.1. Prior to Grading permit, the applicant shall obtain a Will Serve letter from the Los Angeles County Sanitation District for the discharge of sewer into the sewer trunk line.
- 4.2. The applicant shall install separate house laterals to serve each building.
- 4.3. Prior to Grading permit, the applicant shall submit an area study to Public Works to determine if capacity is available in the proposed and existing sewerage system servicing this project. The approved sewer area study shall remain valid for two years after initial approval of the area study. After this period of time, an update of the area study shall be submitted by the applicant if determined to be warranted by Public Works.
- 4.4. Provide a digital copy (PDF Format) of the approved area study and/or approved sewer improvement plans.
- 4.5. Easements are tentatively required, subject to review by Public Works to determine the final locations and requirements.
- 4.6. If the existing 1-story house, east of the project site as shown on map, has an existing sewer connection through the subject property, a private sewer easement shall be reserved and documented.

For questions regarding sewer conditions, please contact Allan Ma at (626) 458-4921.

If you have any other questions or require additional information, please contact Simin Agahi at (626) 458-4910.

SA:ca

P:\LDPUB\SUBMGT\PROJECT R2006-0265\_CUP 200600212\_50<sup>th</sup> street west





DONALD L. WOLFE, Director

## COUNTY OF LOS ANGELES

### DEPARTMENT OF PUBLIC WORKS

*"To Enrich Lives Through Effective and Caring Service"*

900 SOUTH FREMONT AVENUE  
ALHAMBRA, CALIFORNIA 91803-1331  
Telephone: (626) 458-5100  
<http://dpw.lacounty.gov>

ADDRESS ALL CORRESPONDENCE TO:  
P.O. BOX 1460  
ALHAMBRA, CALIFORNIA 91802-1460

IN REPLY PLEASE  
REFER TO FILE: T-4

November 21, 2007

Mr. William Kunzman  
Kunzman Associates  
1111 Town & Country Road, Suite 34  
Orange, CA 92868-4667

Dear Mr. Kunzman:

**QUARTZ HILL CENTER  
CONDITIONAL USE PERMIT 200600212  
REVISED TRAFFIC IMPACT ANALYSIS (OCTOBER 31, 2007)  
QUARTZ HILL AREA**

As requested, we have reviewed the Revised Traffic Impact Analysis for the proposed retail center located at the northeast corner of 50th Street West at Avenue L-2 in the unincorporated County of Los Angeles area of Quartz Hill.

The proposed project consists of a retail center with a 3,375-square-foot auto lube center, 2,500-square-foot car wash, 4,200-square-foot auto shop facility, and a 19,830-square-foot special retail area. The proposed project is estimated to generate approximately 1,983 vehicle trips daily, with approximately 21 and 120 vehicle trips in the a.m. and p.m. peak hour, respectively.

We generally agree with the study that the traffic generated by the project alone will not have a significant impact to County roadways or intersections in the area.

We also generally agree with the study that the cumulative traffic generated by the project and other related projects will have significant impact on the following intersections.

- a. 50th Street West at Avenue K
- b. 50th Street West at Avenue L
- c. 40th Street West at Avenue L

**FILE COPY**

Mr. William Kunzman  
November 21, 2007  
Page 2

The project is located within the Avenue K and Avenue L improvement boundary. The County has been coordinating the improvements within these corridors to eliminate the bottlenecks created at these locations in the unincorporated area where there are only two lanes of travel. Consequently, the project shall pay its share of the work in the amount of \$173,640 (\$1,447 x 120 p.m. trips) prior to issuance of building permit.

We also agree that the project will not have a significant impact on any Congestion Management Program monitored intersections, arterials, or freeway segments in the area.


We recommend the applicant consult with the City of Lancaster to obtain their concurrence with any potential California Environmental Quality Act impacts within their respective jurisdictions.

A 40-foot-scale site plan of the project showing access locations in relationship to adjacent intersections and driveways shall be submitted to Mr. Matthew Dubiel of our Traffic Studies Section for review and approval prior to the issuance of a building permit.

If you have any questions regarding this review, please contact Mr. Ron Matsuoka of our Traffic Studies Section at (626) 300-4769.

Very truly yours,

DONALD L. WOLFE  
Director of Public Works

  
WILLIAM J. WINTER  
Assistant Deputy Director  
Traffic and Lighting Division

RM:cn  
P:\pub\WPFILES\FILES\STU\Ron\REIR 07185 - Quartz Hill Center Revised TIA.doc

cc: Department of Regional Planning (Susan Tae)

bc: Land Development (Hunter, Burger, O'Antonio)  
Traffic and Lighting (Stringer)



COUNTY OF LOS ANGELES  
FIRE DEPARTMENT

5823 Rickenbacker Road  
Commerce, California 90040

DATE: March 28, 2007

TO: Department of Regional Planning  
Permits and Variances

PROJECT #: CUP R2006-02565

LOCATION: Northeast corner of 50<sup>th</sup> St. West and Avenue L-2.

- ☐ The Fire Department has no additional requirements for this permit.
- ☒ The required fire flow for this development is 3000 gallons per minute for 3 hours. The water mains in the street, fronting this property must be capable of delivering this flow at 20 pounds per square inch residual pressure.
- ☒ The required fire flow for private on-site fire hydrants is 1250 gallons per minute at 20 psi.
- ☒ Install 2 Public and 1 Private on-site 6" X 4" X 2 1/2" fire hydrants, conforming to AWWA C503-75 or approved equal. All installations must meet Fire Department specifications. Fire hydrant systems must be installed in accordance with the Utility Manual of Ordinance 7834 and all installations must be inspected and flow tested prior to final approval.
- ☒ Comments: The existing fire hydrant is adequate. The required fire hydrants must be installed and tested prior to construction.
- ☒ Location: The location of the required fire hydrants is located on the site plan dated 01-12-07 filed in our office.
- ☒ Access: Access is adequate as shown on the site plan.
- ☒ Special Requirements: Submit architectural plans to the Fire Prevention Lancaster Regional office for review and approval prior to building permit issuance. Contact 661-949-6319 for submittal information.

Fire Protection facilities; including access must be provided prior to and during construction. Should any questions arise regarding this matter, please feel free to call our office @ (323) 890-4243.

Inspector: Juan C. Padilla

Co.CUP 04/04

Land Development Unit -- Fire Prevention Division -- (323) 890-4243, Fax (323) 890-9783

Detailed  
Explanation:

CONDITIONAL USE PERMIT CASE – BURDEN OF PROOF

SEC. 22.56.040

In addition to the information required in the application, the applicant shall substantiate to the satisfaction of the Zoning Board and/or Commission, the following facts:

- A. That the requested use at the location proposed will not:
1. Adversely affect the health, peace, comfort or welfare of persons residing or working in the surrounding area, or
  2. Be materially detrimental to the use, enjoyment or valuation of property of other persons located in the vicinity of the site, or
  3. Jeopardize, endanger or otherwise constitute a menace to the public health, safety or general welfare.

SEE ATTACHED

- B. That the proposed site is adequate in size and shape to accommodate the yards, walls, fences, parking and loading facilities, landscaping and other development features prescribed in this Title 22, or as is otherwise required in order to integrate said use with the uses in the surrounding area.

SEE ATTACHED

- C. That the proposed site is adequately served:
1. By highways or streets of sufficient width and improved as necessary to carry the kind and quantity of traffic such use would generate, and
  2. By other public or private service facilities as are required

SEE ATTACHED

Conditional Use Permit Case – Burden of Proof Sec. 22.56.040

A.

1. This projects residential type scale and neighborhood type retail will enhance the comfort, welfare of those residing within the surrounding area. It will take a vacant parcel of land and create neighborhood type services for the health and peace of the surrounding community.
2. The development and improvement of this vacant parcel will increase the value of those neighbors within the center.
3. The project will help eliminate the existing menace public health and safety created by the existing vacant parcel. The neighbors directly south of the project welcome the fact that this private property will no longer be used as a dumping ground by landscape maintains crews. It will eliminate the use of this land by those owners of motor bikes that take the liberty of using the vacant parcel for motor cross activity.

B.

The design being proposed with retail/automotive type use has taken into consideration the requirements for proper landscape, parking and other requirements and has met or exceeded those requirements in order to work with and provide a pleasant environment for the surrounding neighbors.

C.

1. The current streets will be improved to adequately serve the new facility. New sidewalks will be included to encourage local pedestrian use and ease of access to the local retail services. Two of the major tenants that will be located in this facility will come from existing locations south on 50<sup>th</sup>. These services have been serving the local community for over 10 years each and this new location will allow for better circulation and better services for the community. This neighborhood facility is not being developed as a destination for those outside the community and those services operating out of this location will primarily come from relocation of existing business already serving the neighborhood and local community.
2. The facility will also be served by an existing bus stop located just north of the property on 50<sup>th</sup>. Consideration was taken to provide access to the north parcel off this development by providing access along the North West side of this development.



## \* \* \* \* INITIAL STUDY \* \* \* \*

COUNTY OF LOS ANGELES  
DEPARTMENT OF REGIONAL PLANNING

## GENERAL INFORMATION

I.A. Map Date: 1/12/07 Staff Member: Kim SzalayThomas Guide: 4104 D6 USGS Quad: Lancaster WestLocation: Northeast corner of 50<sup>th</sup> Street West and Avenue L-2, Quartz Hill

**Project Description:** The proposed project consists of a 29,905 retail center that includes 18,995 square feet of retail floor area, a 2,500 square foot carwash, 875 square feet of second floor offices, a 3,375 square foot automobile service station and a 4,200 square foot automobile service station. Light automobile maintenance but not fuel sales is proposed at the automobile service stations. 11,500 square feet (or 11.5%) of landscaping is provided throughout the site. 154 parking spaces are provided including three handicapped spaces. A six foot high stucco-coated masonry wall is proposed on the easterly boundary. Four trash enclosures with six foot high finished masonry matching the associated buildings are located near each primary use. Two monument signs (6 foot high by six feet wide and ten foot high by eight foot wide) are proposed on the southerly and southwesterly portions of the site. Auto queuing areas are proposed for carwash drying (16 spaces), vacuum area (nine spaces), and lube ingress (nine spaces) and lube egress (nine spaces).

Gross Acres: 2.3 acres

**Environmental Setting:** The proposed project is adjacent to single-family residences to the south and east and vacant commercial property is located to the west; vacant properties are to the north. The existing site is vacant, flat property with dry grasses and disturbed soil; an insignificant number of shrubs are present. The Quartz Hill community is located to the south of the site. 50th Street West is the primary collector street serving the site. Avenue L-2 is a local residential street.

Zoning: CPD (Commercial Planned Development)General Plan: N/A

## Community/Area wide Plan:

Antelope Valley Area wide General Plan -- C (Commercial) and U1 (Urban 1) Up to 3.3 DU/AC

Major projects in area: *None*

**PROJECT NUMBER**

*RPP 200601929*

*RPP 200501533*

*PP 37222*

*PP 37590*

**DESCRIPTION & STATUS**

*Approved SFR south and east adjacent to subject site*

*Approved SFR hobby room to the west across 50<sup>th</sup> St. West*

*Approved SFR to the east*

*Approved SFR to the east*

NOTE: For EIRs, above projects are not sufficient for cumulative analysis.

**REVIEWING AGENCIES**

**Responsible Agencies**

- ☐ None  
☒ Regional Water Quality Control Board  
    ☐ Los Angeles Region  
    ☒ Lahontan Region  
☐ Coastal Commission  
☐ Army Corps of Engineers

☐  
☐  
☐  
☐  
☐

**Trustee Agencies**

☐ None

☐ State Fish and Game

☐ State Parks

☐

**Special Reviewing Agencies**

- ☐ None  
☐ Santa Monica Mountains Conservancy  
☐ National Parks  
☐ National Forest  
☐ Edwards Air Force Base  
☐ Resource Conservation District of Santa Monica Mtns.

☒ City of Lancaster

☒ City of Palmdale

☐  
☐  
☐  
☐  
☐  
☐  
☐

**Regional Significance**

- ☐ None  
☐ SCAG Criteria  
☐ Air Quality  
☐ Water Resources  
☐ Santa Monica Mtns. Area

☐  
☐  
☐  
☐  
☐

**County Reviewing Agencies**

- ☐ Subdivision Committee  
☒ DPW:  
    *Land Development*  
    *Environmental Programs*  
    *Division (wastewater)*  
    *Traffic and Lighting Division*

☒ Fire:  
    *Environmental Review*  
    *Planning Division*  
    *Subdivision Division*

☒ Health Services:  
    *Environmental Hygiene, Noise*

IMPACT ANALYSIS MATRIX		ANALYSIS SUMMARY (see individual pages for details)				
					Less than Significant Impact/No Impact	
					Less than Significant Impact with Project Mitigation	
					Potentially Significant Impact	
<b>CATEGORY</b>	<b>FACTOR</b>	<b>Pg</b>				<b>Potential Concern</b>
<b>HAZARDS</b>	1. Geotechnical	5	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	2. Flood	6	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	3. Fire	7	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	4. Noise	8	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>RESOURCES</b>	1. Water Quality	9	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	2. Air Quality	10	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	3. Biota	11	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	4. Cultural Resources	12	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	5. Mineral Resources	13	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	6. Agriculture Resources	14	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	7. Visual Qualities	15	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>SERVICES</b>	1. Traffic/Access	16	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	2. Sewage Disposal	17	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	3. Education	18	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	4. Fire/Sheriff	19	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	5. Utilities	20	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>OTHER</b>	1. General	21	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	2. Environmental Safety	22	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	3. Land Use	23	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	4. Pop/Hous./Emp./Rec.	24	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	5. Mandatory Findings	25	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	



**Environmental Finding:**

**FINAL DETERMINATION:** On the basis of this Initial Study, the Department of Regional Planning finds that this project qualifies for the following environmental document:

- ☒ **NEGATIVE DECLARATION**, inasmuch as the proposed project will not have a significant effect on the environment.

An Initial Study was prepared on this project in compliance with the State CEQA Guidelines and the environmental reporting procedures of the County of Los Angeles. It was determined that this project will not exceed the established threshold criteria for any environmental/service factor and, as a result, will not have a significant effect on the physical environment.

- ☐ **MITIGATED NEGATIVE DECLARATION**, in as much as the changes required for the project will reduce impacts to insignificant levels (see attached discussion and/or conditions).

An Initial Study was prepared on this project in compliance with the State CEQA Guidelines and the environmental reporting procedures of the County of Los Angeles. It was originally determined that the proposed project may exceed established threshold criteria. The applicant has agreed to modification of the project so that it can now be determined that the project will not have a significant effect on the physical environment. The modification to mitigate this impact(s) is identified on the Project Changes/Conditions Form included as part of this Initial Study.

- ☐ **ENVIRONMENTAL IMPACT REPORT\***, inasmuch as there is substantial evidence that the project may have a significant impact due to factors listed above as "significant".

- ☐ At least one factor has been adequately analyzed in an earlier document pursuant to legal standards, and has been addressed by mitigation measures based on the earlier analysis as described on the attached sheets (see attached Form DRP/IA 101). The EIR is required to analyze only the factors not previously addressed.

Reviewed by: Kim Szalay / DEAN EDWARDS Date: January 22, 2009

Approved by: Mark Cuna Date: 1/22/09

- ☐ Determination appealed – see attached sheet.

\*NOTE: Findings for Environmental Impact Reports will be prepared as a separate document following the public hearing on the project.

- ☒ This proposed project is exempt from Fish and Game CEQA filing fees. There is no substantial evidence that the proposed project will have potential for an adverse effect on wildlife or the habitat upon which the wildlife depends. (Fish & Game Code 753.5). Fish and Game verification of determination required.

## HAZARDS - 1. Geotechnical

### SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Is the project located in an active or potentially active fault zone, Seismic Hazards Zone, or Alquist-Priolo Earthquake Fault Zone? <i>Plate 1 Fault Rupture and Historic Seismicity Map: San Andreas Fault is approximately four miles to the south of the site.</i>
b.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Is the project site located in an area containing a major landslide(s)? <i>County GIS-Net Landslide Zone Map</i>
c.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Is the project site located in an area having high slope instability? <i>Flat desert terrain</i>
d.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Is the project site subject to high subsidence, high groundwater level, liquefaction, or hydrocompaction? <i>County GIS-Net Liquefaction Zone Map</i>
e.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Is the proposed project considered a sensitive use (school, hospital, public assembly site) located in close proximity to a significant geotechnical hazard?
f.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Will the project entail substantial grading and/or alteration of topography including slopes of over 25%? <i>Balanced grading is proposed</i>
g.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Would the project be located on expansive soil, as defined in Table 18-1-B of Uniform Building Code (1994), creating substantial risks to life or property? <i>Plate 2 Engineering Geologic Materials Map - soil is quaternary alluvium - fine to coarse grain</i>
h.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Other factors?   

### STANDARD CODE REQUIREMENTS

☐ Building Ordinance No. 2225 - Sections 308B, 309, 310, and 311 and Chapters 29 and 70

### ☐ MITIGATION MEASURES / ☐ OTHER CONSIDERATIONS

☐ Lot Size      ☐ Project Design      ☐ Approval of Geotechnical Report by DPW

### CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on, or be impacted by, **geotechnical** factors?

☒ Potentially significant    ☐ Less than significant with project mitigation    ☒ Less than significant/No Impact

## HAZARDS - 2. Flood

### SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Is the major drainage course, as identified on USGS quad sheets by a dashed line, located on the project site?  <i>USGS Lancaster West Quad Sheet</i>
b.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Is the project site located within or does it contain a floodway, floodplain, or designated flood hazard zone? <i>The westerly boundary of the property touches the edge of the FEMA Q3 100-year Floodplain</i>
c.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Is the project site located in or subject to high mudflow conditions?
d.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Could the project contribute or be subject to high erosion and debris deposition from run-off?
e.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Would the project substantially alter the existing drainage pattern of the site or area?
f.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Other factors (e.g., dam failure)?

### STANDARD CODE REQUIREMENTS

- ☐ Building Ordinance No. 2225 – Section 308A    ☐ Ordinance No. 12,114 (Floodways)  
☒ Approval of Drainage Concept by DPW

### ☐ MITIGATION MEASURES / ☒ OTHER CONSIDERATIONS

- ☐ Lot Size    ☐ Project Design

*DPW approved drainage concept and Standard Urban Storm-water Mitigation Plan (SUSMP) and SUSMP device maintenance required. Source: DPW letter – November 6, 2008.*

### CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on, or be impacted by **flood (hydrological)** factors?

- ☒ Potentially significant    ☐ Less than significant with project mitigation    ☒ Less than significant/No impact

### HAZARDS - 3. Fire

#### SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Is the project site located in a Very High Fire Hazard Severity Zone (Fire Zone 4)? <i>County GIS-Net Very High Fire Severity Zone Map</i>
b.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Is the project site in a high fire hazard area and served by inadequate access due to lengths, width, surface materials, turnarounds or grade?
c.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Does the project site have more than 75 dwelling units on a single access in a high fire hazard area?
d.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Is the project site located in an area having inadequate water and pressure to meet fire flow standards? <i>Three fire hydrants and FD inspection and approval of flow required. Source: FD letter - March 28, 2007.</i>
e.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Is the project located in close proximity to potential dangerous fire hazard conditions/uses (such as refineries, flammables, explosives manufacturing)?
f.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Does the proposed use constitute a potentially dangerous fire hazard?
g.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Other factors?

#### STANDARD CODE REQUIREMENTS

- ☐ Water Ordinance No. 7834  
 ☐ Fire Ordinance No. 2947  
 ☐ Fire Regulation No. 8  
☐ Fuel Modification/Landscape Plan

#### ☐ MITIGATION MEASURES / ☐ OTHER CONSIDERATIONS

- ☐ Project Design  
 ☐ Compatible Use

#### CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on, or be impacted by fire hazard factors?

- ☒ Potentially significant  
 ☐ Less than significant with project mitigation  
 ☒ Less than significant/No impact

## HAZARDS - 4. Noise

### SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Is the project site located near a high noise source (airports, railroads, freeways, industry)?
b.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Is the proposed use considered sensitive (school, hospital, senior citizen facility) or are there other sensitive uses in close proximity?  <i>Single-family residences are nearby to the northeast, east, and south.</i>
c.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Could the project substantially increase ambient noise levels including those associated with special equipment (such as amplified sound systems) or parking areas associated with the project? <i>The project proposes lube center, car wash, other auto services and parking areas subject to increased ambient noise levels in the area.</i>
d.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels without the project?
e.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Other factors?   

### STANDARD CODE REQUIREMENTS

☐ Noise Ordinance No. 11,778      ☐ Building Ordinance No. 2225--Chapter 35

☐ MITIGATION MEASURES / ☒ OTHER CONSIDERATIONS

☐ Lot Size    ☒ Project Design    ☐ Compatible Use

*Project design provides vehicle circulation and positioning of carwash to minimize noise impacts to the nearby residential neighborhood.*

### CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on, or be adversely impacted by noise?

☒ Potentially significant    ☐ Less than significant with project mitigation    ☒ Less than significant/No impact

## RESOURCES - 1. Water Quality

### SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Is the project site located in an area having known water quality problems and proposing the use of individual water wells?
b.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Will the proposed project require the use of a private sewage disposal system?
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	If the answer is yes, is the project site located in an area having known septic tank limitations due to high groundwater or other geotechnical limitations <i>or</i> is the project proposing on-site systems located in close proximity to a drainage course?
c.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Could the project's associated construction activities significantly impact the quality of groundwater and/or storm water runoff to the storm water conveyance system and/or receiving water bodies?
d.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Could the project's post-development activities potentially degrade the quality of storm water runoff and/or could post-development non-storm water discharges contribute potential pollutants to the storm water conveyance system and/or receiving bodies?
e.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<i>Auto services are proposed. Proper treatment of wastewater is required.</i> Other factors?

### STANDARD CODE REQUIREMENTS

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Industrial Waste Permit | <input type="checkbox"/> Health Code – Ordinance No.7583, Chapter 5 |
| <input type="checkbox"/> Plumbing Code – Ordinance No.2269  | <input checked="" type="checkbox"/> NPDES Permit Compliance         |

### ☐ MITIGATION MEASURES / ☒ OTHER CONSIDERATIONS

- ☐ Lot Size    ☐ Project Design    ☐ Compatible Use

Project to be conditioned to require DPW approved Standard Urban Storm Water Mitigation Plan (SUSMP). The automobile service stations and car wash are subject to industrial waste pretreatment and inspections. Source: DPW letter – November 6, 2009 and DPW email.

### CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on, or be adversely impacted by, **water quality** problems?

- ☒ Potentially significant    ☐ Less than significant with project mitigation    ☒ Less than significant/No impact

## RESOURCES - 2. Air Quality

### SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Will the proposed project exceed the State's criteria for regional significance (generally (a) 500 dwelling units for residential users or (b) 40 gross acres, 650,000 square feet of floor area or 1,000 employees for non-residential uses)?
b.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Is the proposal considered a sensitive use (schools, hospitals, parks) and located near a freeway or heavy industrial use?
c.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Will the project increase local emissions to a significant extent due to increased traffic congestion or use of a parking structure or exceed AQMD thresholds of potential significance per Screening Tables of the CEQA Air Quality Handbook?
d.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Will the project generate or is the site in close proximity to sources that create obnoxious odors, dust, and/or hazardous emissions?
e.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Would the project conflict with or obstruct implementation of the applicable air quality plan?
f.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?
g.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under applicable federal or state ambient air quality standard (including releasing emission which exceed quantitative thresholds for ozone precursors)?
h.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Other factors?

### STANDARD CODE REQUIREMENTS

☐ Health and Safety Code – Section 40506

### ☐ MITIGATION MEASURES / ☐ OTHER CONSIDERATIONS

☐ Project Design      ☐ Air Quality Report

### CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on, or be adversely impacted by, **air quality**?

☐ Potentially significant    ☐ Less than significant with project mitigation    ☒ Less than significant/No impact

## RESOURCES - 3. Biota

### SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Is the project site located within Significant Ecological Area (SEA), SEA Buffer, or coastal Sensitive Environmental Resource (ESHA, etc.), or is the site relatively undisturbed and natural?
b.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Will grading, fire clearance, or flood related improvements remove substantial natural habitat areas?
c.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Is a major drainage course, as identified on USGS quad sheets by a blue dashed line, located on the project site?
				<i>USGS Lancaster West Quad Sheet</i>
d.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Does the project site contain a major riparian or other sensitive habitat (e.g. coastal sage scrub, oak woodland, sycamore riparian, woodland, wetland, etc.)?
e.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Does the project site contain oak or other unique native trees (specify kinds of trees)?
f.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Is the project site habitat for any known sensitive species (federal or state listed endangered, etc.)?
				<i>Site consists of primarily disturbed soil and grasses with no significant habitat</i>
g.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Other factors (e.g., wildlife corridor, adjacent open space linkage)?

☐ MITIGATION MEASURES / ☐ OTHER CONSIDERATIONS  
☐ Lot Size      ☐ Project Design      ☐ ERB/SEATAC Review      ☐ Oak Tree Permit

### CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on, **biotic** resources?

☒ Potentially significant    ☐ Less than significant with project mitigation    ☒ Less than significant/No impact



## RESOURCES - 4. Archaeological/Historical/Paleontological

### SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Is the project site in or near an area containing known archaeological resources or containing features (drainage course, spring, knoll, rock outcroppings, or oak trees) that indicate potential archaeological sensitivity?
b.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Does the project site contain rock formations indicating potential paleontological resources?
c.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Does the project site contain known historic structures or sites?
d.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Would the project cause a substantial adverse change in the significance of a historical or archaeological resource as defined in 15064.5?
e.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?
f.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Other factors? Archeological resources could be discovered during grading.

☐ MITIGATION MEASURES / ☒ OTHER CONSIDERATIONS

☐ Lot Size      ☐ Project Design      ☐ Phase 1 Archaeology Report

Project to be conditioned to require stop work order should any archeological resources be discovered during grading.

### CONCLUSION

Considering the above information, could the project leave a significant impact (individually or cumulatively) on archaeological, historical, or paleontological resources?

## RESOURCES - 5. Mineral Resources

### SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?
b.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Would the project result in the loss of availability of a locally important mineral resource discovery site delineated on a local general plan, specific plan or other land use plan?
c.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Other factors?

☐ MITIGATION MEASURES / ☐ OTHER CONSIDERATIONS

☐ Lot Size      ☐ Project Design

### CONCLUSION

Considering the above information, could the project leave a significant impact (individually or cumulatively) on **mineral** resources?

☒ Potentially significant  
 ☐ Less than significant with project mitigation  
 ☒ Less than significant/No impact

## SOURCES - 6. Agriculture Resources

### SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency to non-agricultural use?
b.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?
c.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Would the project involve other changes in the existing environment that due to their location or nature, could result in conversion of Farmland, to non-agricultural use?
d.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Other factors?

☐ MITIGATION MEASURES / ☐ OTHER CONSIDERATIONS  
☐ Lot Size      ☐ Project Design

### CONCLUSION

Considering the above information, could the project leave a significant impact (individually or cumulatively) on agriculture resources?

☒ Potentially significant     
 ☐ Less than significant with project mitigation     
 ☒ Less than significant/No impact

## RESOURCES - 7. Visual Qualities

### SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Is the project site substantially visible from or will it obstruct views along a scenic highway (as shown on the Scenic Highway Element), or is it located within a scenic corridor or will it otherwise impact the viewshed?
b.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Is the project substantially visible from or will it obstruct views from a regional riding or hiking trail?
				<i>None present.</i>
c.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Is the project site located in an undeveloped or undisturbed area that contains unique aesthetic features?
				<i>The area is a developing residential and commercial community.</i>
d.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Is the proposed use out-of-character in comparison to adjacent uses because of height, bulk, or other features?
e.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Is the project likely to create substantial sun shadow, light or glare problems?
				<i>The project is primarily single-story with one second-story office facility (875 sq. ft. in area)</i>
f.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Other factors (e.g., grading or landform alteration)?
				<i>Balanced grading is proposed.</i>

☐ MITIGATION MEASURES / ☐ OTHER CONSIDERATIONS  
☐ Lot Size      ☐ Project Design      ☐ Visual Report      ☐ Compatible Use

### CONCLUSION

Considering the above information, could the project leave a significant impact (individually or cumulatively) on scenic qualities?

☒ Potentially significant      ☐ Less than significant with project mitigation      ☒ Less than significant/No impact

## SERVICES - 1. Traffic/Access

### SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Does the project contain 25 dwelling units, or more and is it located in an area with known congestion problems (roadway or intersections)?
b.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Will the project result in any hazardous traffic conditions?
c.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Will the project result in parking problems with a subsequent impact on traffic conditions?
d.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<i>Sufficient parking is proposed including substantial service queing area for vehicles.</i> Will inadequate access during an emergency (other than fire hazards) result in problems for emergency vehicles or residents/employees in the area? <i>Three access driveways are proposed of adequate width and clearance.</i>
e.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Will the congestion management program (CMP) Transportation Impact Analysis thresholds of 50 peak hour vehicles added by project traffic to a CMP highway system intersection or 150 peak hour trips added by project traffic to a mainline freeway link be exceeded?
f.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Would the project conflict with adopted policies, plans, or program supporting alternative transportation (e.g., bus, turnouts, bicycle racks)?
g.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Other factors?

### ☐ MITIGATION MEASURES / ☒ OTHER CONSIDERATIONS

☐ Project Design   
 ☒ Traffic Study   
 ☒ Consultation with Traffic & Lighting Division

Project to be conditioned to require right-of-way and road improvements. Source: DPW letter – November 6, 20008.

### CONCLUSION

Considering the above information, could the project leave a significant impact (individually or cumulatively) on traffic/access factors?

☒ Potentially significant   
 ☐ Less than significant with project mitigation   
 ☒ Less than significant/No impact

## RESOURCES - 5. Mineral Resources

### SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?
b.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Would the project result in the loss of availability of a locally important mineral resource discovery site delineated on a local general plan, specific plan or other land use plan?
c.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Other factors?

☐ MITIGATION MEASURES / ☐ OTHER CONSIDERATIONS

☐ Lot Size ☐ Project Design

### CONCLUSION

Considering the above information, could the project leave a significant impact (individually or cumulatively) on mineral resources?

☒ Potentially significant ☐ Less than significant with project mitigation ☒ Less than significant/No impact

## SOURCES - 6. Agriculture Resource

### SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency to non-agricultural use?
b.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?
c.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Would the project involve other changes in the existing environment that due to their location or nature, could result in conversion of Farmland, to non-agricultural use?
d.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Other factors?

☐ MITIGATION MEASURES / ☐ OTHER CONSIDERATIONS  
☐ Lot Size                      ☐ Project Design

### CONCLUSION

Considering the above information, could the project leave a significant impact (individually or cumulatively) on agriculture resources?

☒ Potentially significant     
 ☐ Less than significant with project mitigation     
 ☒ Less than significant/No impact

## RESOURCES - 7. Visual Qualities

### SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Is the project site substantially visible from or will it obstruct views along a scenic highway (as shown on the Scenic Highway Element), or is it located within a scenic corridor or will it otherwise impact the viewshed?
b.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Is the project substantially visible from or will it obstruct views from a regional riding or hiking trail?  <i>None present.</i>
c.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Is the project site located in an undeveloped or undisturbed area that contains unique aesthetic features?  <i>The area is a developing residential and commercial community.</i>
d.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Is the proposed use out-of-character in comparison to adjacent uses because of height, bulk, or other features?
e.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Is the project likely to create substantial sun shadow, light or glare problems?  <i>The project is primarily single-story with one second-story office facility (875 sq. ft. in area)</i>
f.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Other factors (e.g., grading or landform alteration)?  <i>Balanced grading is proposed.</i>

☐ MITIGATION MEASURES / ☐ OTHER CONSIDERATIONS  
☐ Lot Size      ☐ Project Design      ☐ Visual Report      ☐ Compatible Use

### CONCLUSION

Considering the above information, could the project leave a significant impact (individually or cumulatively) on scenic qualities?

☒ Potentially significant     
 ☐ Less than significant with project mitigation     
 ☒ Less than significant/No impact



## SERVICES - 1. Traffic/Access

### SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Does the project contain 25 dwelling units, or more and is it located in an area with known congestion problems (roadway or intersections)?
b.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Will the project result in any hazardous traffic conditions?
c.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Will the project result in parking problems with a subsequent impact on traffic conditions?
d.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<i>Sufficient parking is proposed including substantial service queuing area for vehicles.</i> Will inadequate access during an emergency (other than fire hazards) result in problems for emergency vehicles or residents/employees in the area? <i>Three access driveways are proposed of adequate width and clearance.</i>
e.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Will the congestion management program (CMP) Transportation Impact Analysis thresholds of 50 peak hour vehicles added by project traffic to a CMP highway system intersection or 150 peak hour trips added by project traffic to a mainline freeway link be exceeded?
f.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Would the project conflict with adopted policies, plans, or program supporting alternative transportation (e.g., bus, turnouts, bicycle racks)?
g.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Other factors?

### ☐ MITIGATION MEASURES / ☒ OTHER CONSIDERATIONS

☐ Project Design   
 ☒ Traffic Study   
 ☒ Consultation with Traffic & Lighting Division

Project to be conditioned to require right-of-way and road improvements. Source: DPW letter – November 6, 2008.

### CONCLUSION

Considering the above information, could the project leave a significant impact (individually or cumulatively) on traffic/access factors?

☒ Potentially significant   
 ☐ Less than significant with project mitigation   
 ☒ Less than significant/No impact

## SERVICES - 2. Sewage Disposal

### SETTING/IMPACTS

- |    | Yes                                 | No                                  | Maybe                               |  |
|----|-------------------------------------|-------------------------------------|-------------------------------------|--|
| a. | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | If served by a community sewage system, could the project create capacity problems at the treatment plant?   |
| b. | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | Could the project create capacity problems in the sewer lines serving the project site?  |
| c. | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | Other factors?<br><u>Auto service wastewaters and disposal or recycling of auto service waste fluid to be regulated through DPW Industrial Waste Permit.</u> |

### STANDARD CODE REQUIREMENTS

- ☐ Sanitary Sewers and Industrial Waste – Ordinance No. 6130  
☐ Plumbing Code – Ordinance No. 2269

☐ MITIGATION MEASURES / ☒ OTHER CONSIDERATIONS

The automobile service stations and car wash are subject to DPW required industrial waste pretreatment and inspections. Source DPW email.

### CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on the physical environment due to **sewage disposal** facilities?

☒ Potentially significant ☐ Less than significant with project mitigation ☒ Less than significant/No impact

### SERVICES - 3. Education

#### SETTING/IMPACTS

		No	Maybe	
a.	[X]	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Could the project create capacity problems at the district level?
b.	[X]	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Could the project create capacity problems at individual schools that will serve the project site?
c.	[X]	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Could the project create student transportation problems?
d.	[X]	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Could the project create substantial library impacts due to increased population and demand?
e.	[X]	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Other factors?

#### ☐ MITIGATION MEASURES / ☐ OTHER CONSIDERATIONS

☐ Site Dedication    ☐ Government Code Section 65995    ☐ Library Facilities Mitigation Fee

#### CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) relative to **educational** facilities/services?

☒ Potentially significant    ☐ Less than significant with project mitigation    ☒ Less than significant/No impact

## SERVICES - 4. Fire/Sheriff Services

### SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>Could the project create staffing or response time problems at the fire station or sheriff's substation serving the project site?</p> <p><i>Nearest fire station is 1 mile south of the site, located at 5030 W Avenue L-14 Quartz Hill. The nearest Sheriff's station is 7.2 miles northeast located at 501 W. Lancaster Blvd., Lancaster.</i></p>
b.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Are there any special fire or law enforcement problems associated with the project or the general area?</p>
c.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Other factors?</p>

☐ MITIGATION MEASURES / ☐ OTHER CONSIDERATIONS

☐ Fire Mitigation Fee

### CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) relative to fire/sheriff services?

☒ Potentially significant
 ☐ Less than significant with project mitigation
 ☒ Less than significant/No impact

## SERVICES - 5. Utilities/Other Service

### SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Is the project site in an area known to have an inadequate public water supply to meet domestic needs or to have an inadequate ground water supply and proposes water wells?
<hr/>				
<i>Quartz Hill Water District supplies water to the location.</i>				
b.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Is the project site in an area known to have an inadequate water supply and/or pressure to meet fire fighting needs?
<hr/>				
<i>Verification required.</i>				
c.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Could the project create problems with providing utility services, such as electricity, gas, or propane?
<hr/>				
<i>Public utilities are available for the site.</i>				
d.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Are there any other known service problem areas (e.g., solid waste)?
<hr/>				
e.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services or facilities (e.g., fire protection, police protection, schools, parks, roads)?
<hr/>				
f.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Other factors?

### STANDARD CODE REQUIREMENTS

☐ Plumbing Code – Ordinance No. 2269      ☐ Water Code – Ordinance No. 7834

☐ MITIGATION MEASURES / ☒ OTHER CONSIDERATIONS

☐ Lot Size      ☐ Project Design

Project to be conditioned to require water service purveyor will-serve letter prior to grading. DPW letter – November 6, 2008.

### CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) relative to **utilities** services?

☒ Potentially significant      ☐ Less than significant with project mitigation      ☒ Less than significant/No impact

## OTHER FACTORS - 1. General

### SETTING/IMPACTS

- |    | Yes                                 | No                                  | Maybe                    |  |
|----|-------------------------------------|-------------------------------------|--------------------------|--|
| a. | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | Will the project result in an inefficient use of energy resources?   |
| b. | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | Will the project result in a major change in the patterns, scale, or character of the general area or community? |
| c. | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | Will the project result in a significant reduction in the amount of agricultural land?                           |
| d. | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | Other factors?   |

### STANDARD CODE REQUIREMENTS

☐ State Administrative Code, Title 24, Part 5, T-20 (Energy Conservation)

☐ MITIGATION MEASURES / ☐ OTHER CONSIDERATIONS

☐ Lot Size      ☐ Project Design      ☐ Compatible Use

### CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on the physical environment due to any of the above factors?

☒ Potentially significant      ☐ Less than significant with project mitigation      ☒ Less than significant/No impact

## 01. OTHER FACTORS - 2. Environmental Safety

### SETTING/IMPACTS

		No	Maybe	
a.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Are any hazardous materials used, transported, produced, handled, or stored on-site? <i>Auto service and supply chemicals (used and new) to be processed/sold onsite.</i>
b.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Are any pressurized tanks to be used or any hazardous wastes stored on-site? <i>Auto service wastes such as oil, coolant, and other auto fluids to be temporarily stored then transported offsite for recycling or appropriate disposal.</i>
c.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Are any residential units, schools, or hospitals located within 500 feet and potentially adversely affected?
d.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Have there been previous uses that indicate residual soil toxicity of the site or is the site located within two miles downstream of a known groundwater contamination source within the same watershed?
e.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Would the project create a significant hazard to the public or the environment involving the accidental release of hazardous materials into the environment?
f.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Would the project emit hazardous emissions or handle hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?
g.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Would the project be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or environment?
h.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Would the project result in a safety hazard for people in a project area located within an airport land use plan, within two miles of a public or public use airport, or within the vicinity of a private airstrip?
i.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?
j.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Other factors?

☐ MITIGATION MEASURES / ☒ OTHER CONSIDERATIONS

☐ Toxic Clean-up Plan

### CONCLUSION

Considering the above information, could the project have a significant impact relative to **public safety**?

*Project to be conditioned to require hazardous waste storage and disposal in accordance with Fire Department regulations and Department of Public Works Environmental Program Division approved Recycling & Reuse Plan. Source: DPW letter – November 6, 2008.*

☒ Potentially significant    ☐ Less than significant with project mitigation    ☒ Less than significant/No impact

## OTHER FACTORS - 3. Land Use

### SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Can the project be found to be inconsistent with the plan designation(s) of the subject property?  <i>The use proposed is consistent with the Urban 1 Plan designation.</i>
b.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Can the project be found to be inconsistent with the zoning designation of the subject property?  <i>The use proposed is consistent with the CPD zoning designation.</i>
c.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Can the project be found to be inconsistent with the following applicable land use criteria:
	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Hillside Management Criteria?
	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	SEA Conformance Criteria?
	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Other?
d.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Would the project physically divide an established community?
e.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Other factors?

☐ MITIGATION MEASURES / ☐ OTHER CONSIDERATIONS

### CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on the physical environment due to **land use** factors?

☒ Potentially significant
 ☐ Less than significant with project mitigation
 ☒ Less than significant/No impact



## OTHER FACTORS - 4. Population/Housing/Employment/Recreation

### SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Could the project cumulatively exceed official regional or local population projections?
b.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Could the project induce substantial direct or indirect growth in an area (e.g., through projects in an undeveloped area or extension of major infrastructure)?
c.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Could the project displace existing housing, especially affordable housing?
d.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Could the project result in substantial job/housing imbalance or substantial increase in Vehicle Miles Traveled (VMT)?
e.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Could the project require new or expanded recreational facilities for future residents?
f.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?
g.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Other factors?

☐ MITIGATION MEASURES / ☐ OTHER CONSIDERATIONS

### CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on the physical environment due to **population, housing, employment, or recreational** factors?

☒ Potentially significant
 ☐ Less than significant with project mitigation
 ☒ Less than significant/No impact

## MANDATORY FINDINGS OF SIGNIFICANCE

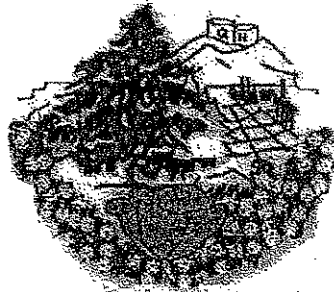
Based on this Initial Study, the following findings are made:

	Yes	No	Maybe	
a.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?
b.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Does the project have possible environmental effects that are individually limited but cumulatively considerable? "Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.
c.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Will the environmental effects of the project cause substantial adverse effects on human beings, either directly or indirectly?

## CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on the environment?

☒ Potentially significant
 ☐ Less than significant with project mitigation
 ☒ Less than significant/No impact



## QUARTZ HILL TOWN COUNCIL

serving the community of Quartz Hill since 1992

March 20, 2007

Steve Schroer  
Project Manager  
KLPM Inc.  
505 Villa Real Dr., Suite 111  
Anaheim, CA 92704

Dear Mr. Schroer,

On behalf of the Quartz Hill Town Council, I would like to thank you and Mr. Ernest Ramirez for taking the time to come to Quartz Hill and meet with us about the proposed development on Avenue L-2 and 50<sup>th</sup> Street West.

On December 19, 2006 you met with our council and showed us preliminary renderings of the development. At that time the drawings of the buildings themselves did not meet with our approval. We appreciate the fact that you listened to our concerns and our suggestions. We also did not care for the anchor businesses involved in this development and you listened to those concerns also.

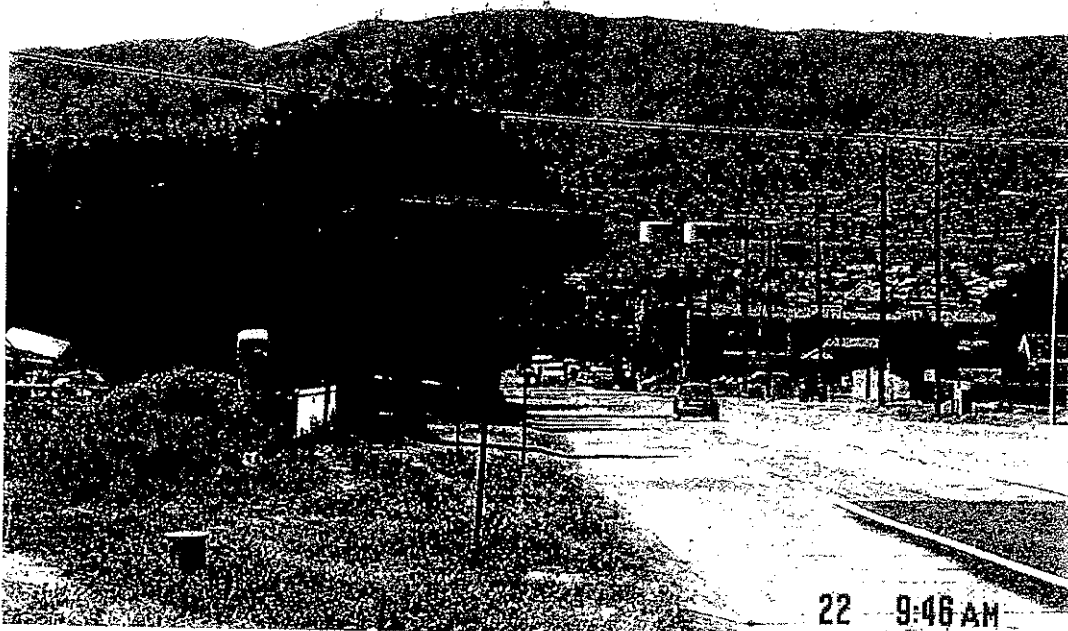
On March 13, 2007 you and Mr. Ramirez met with the council again with new drawings that incorporated the vision we tried to convey to you. Again, we appreciate the fact that you listened and took into account the ideas and concerns of the citizens of Quartz Hill. We also appreciate you coming here again this evening to address the community at our town council meeting. Although we still have some reservations about this project we appreciate the time you have taken and the concern you have shown for all those involved.

Sincerely,

A handwritten signature in cursive script that reads "Loretta Berry". The ink is dark and the signature is fluid.

Loretta Berry  
Quartz Hill Town Council-President





1. VIEW SOUTH FROM SWC PROPERTY



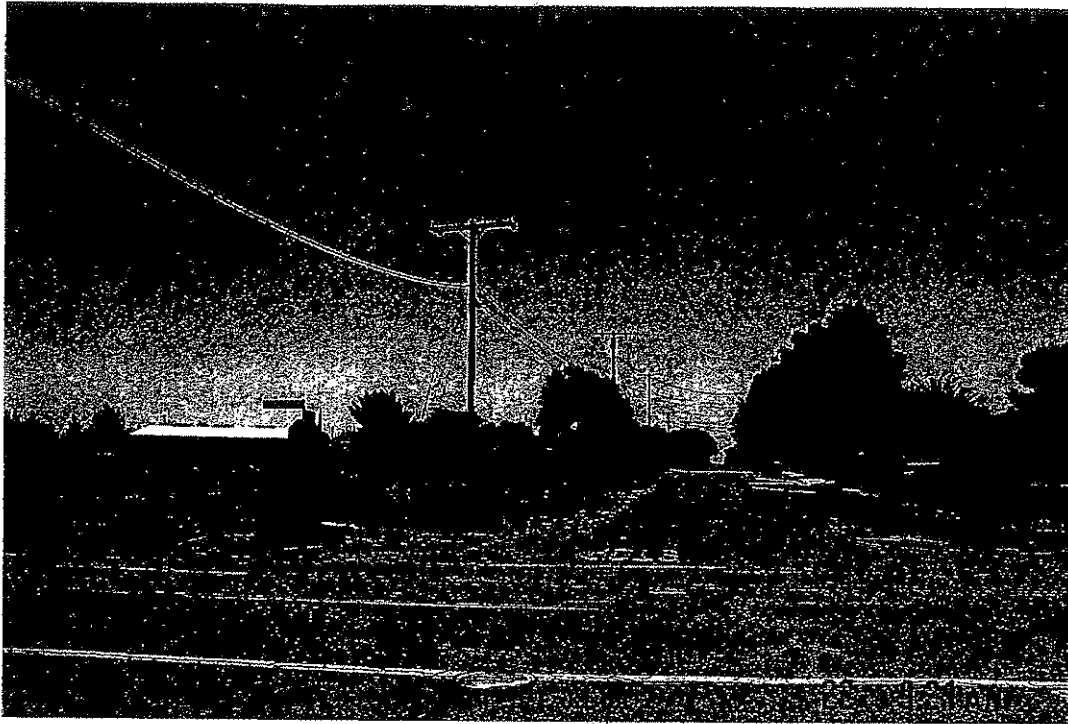
2. VIEW NORTH PROPERTY SWC



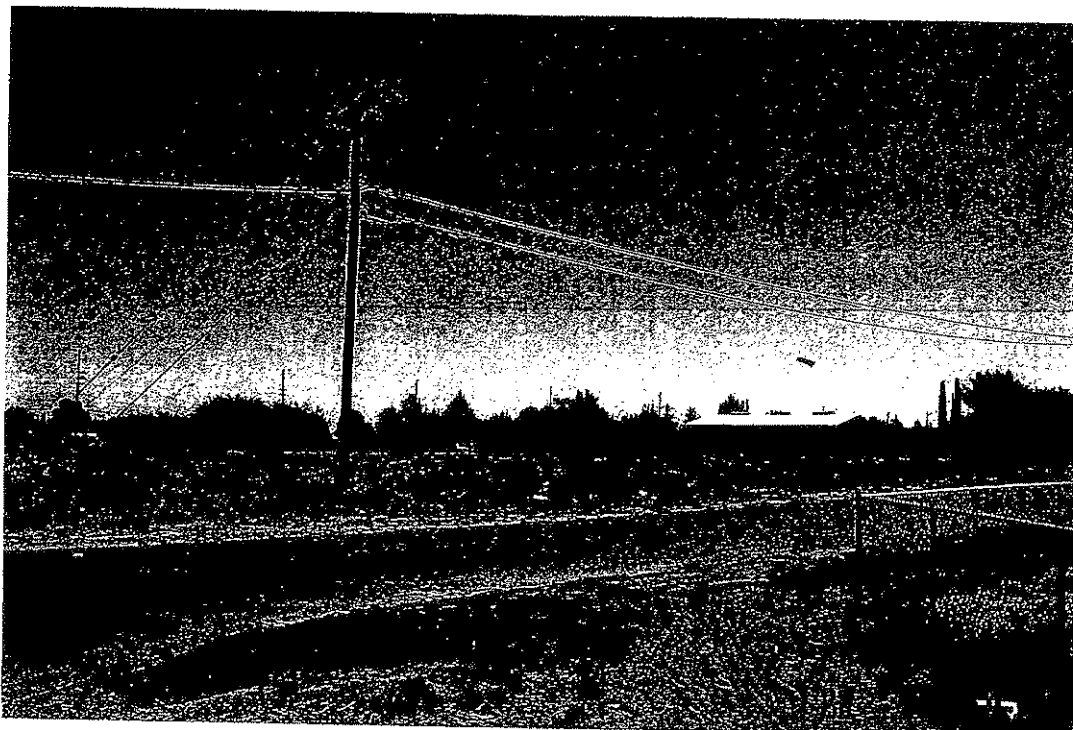
3. VIEW PROPERTY FROM NWC LOOKING SOUTH 50<sup>TH</sup> ST. W



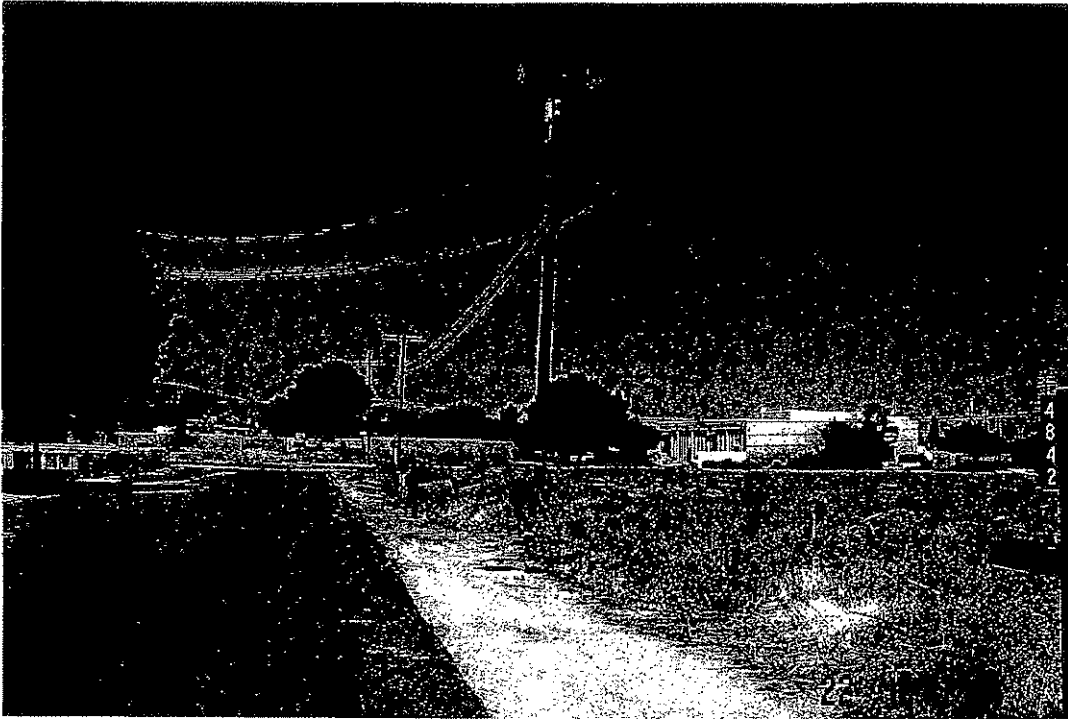
4. VIEW PROPERTY SWC FROM ACROSS THE STREET SWC



5. VIEW PROPERTY SWC LOOKING EAST AVE L-2



6. VIEW PROPERTY SOUTH SIDE ALONG AVE L-2

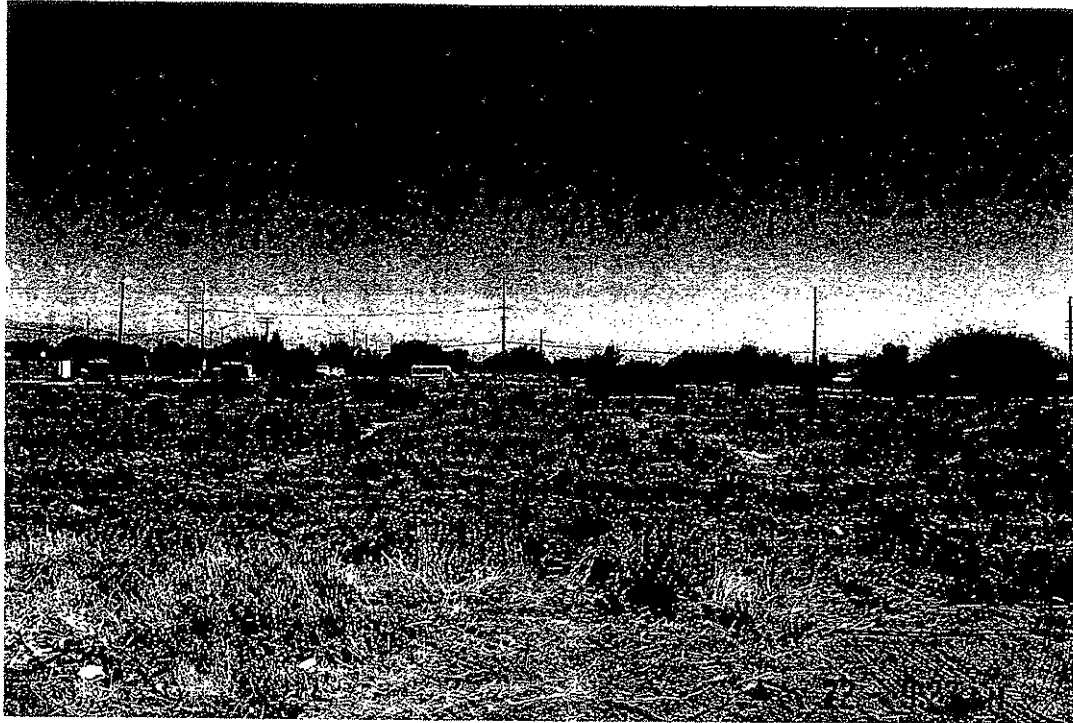


7. VIEW SOUTH PEOPERTY LOOKING WEST ALONG AVE. L-2



8. VIEW PROPERTY SEC LOOKING NORTH





9. VIEW PROPERTY OFF AVE. L-2 LOOKING NORTH



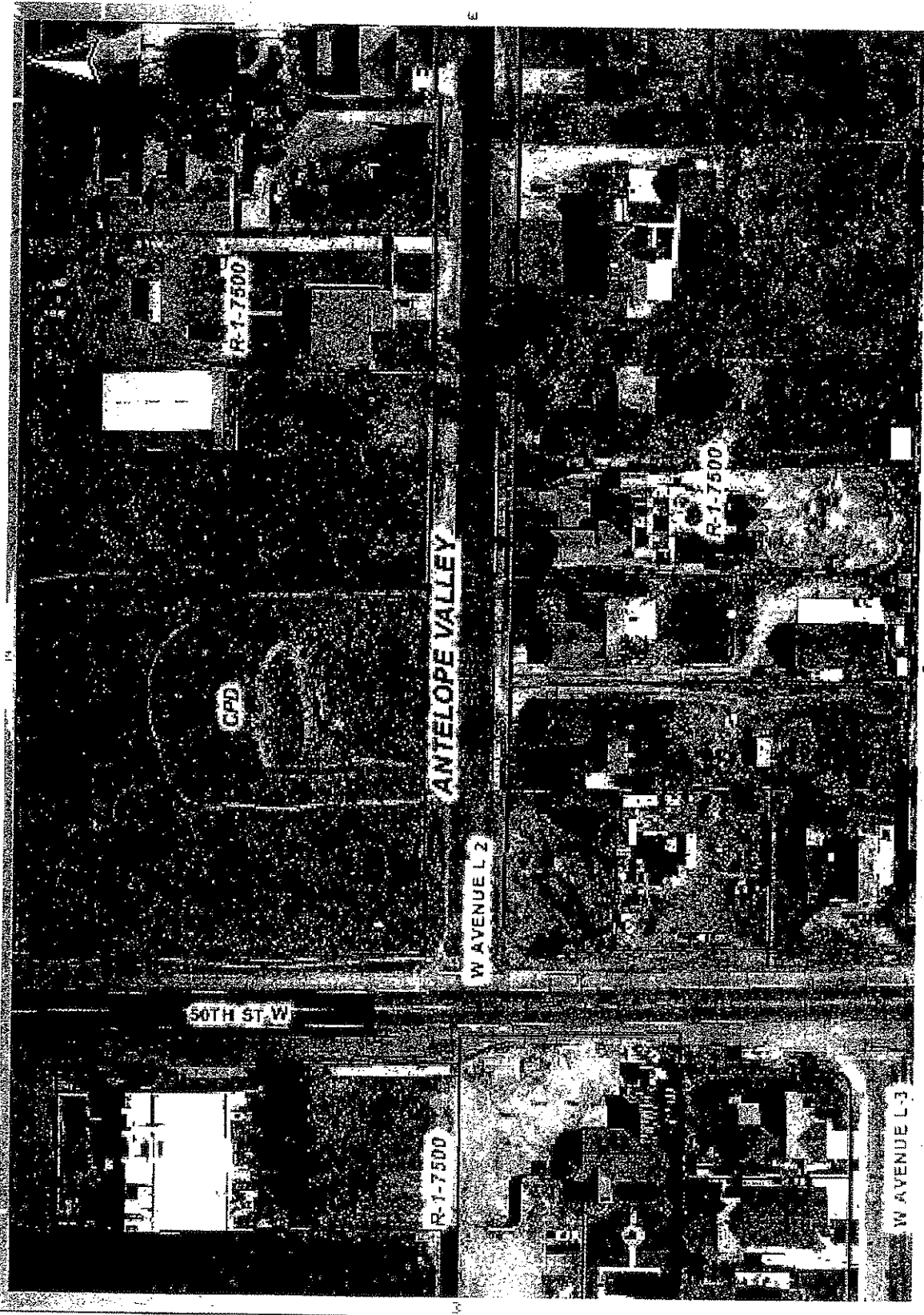
10. VIEW PROPERTY OFF 50<sup>TH</sup> ST. LOOKING EAST



11. VACANT PROPERTY WEST SIDE 50<sup>TH</sup> ST.



12. VERIZON BLDG. WEST SIDE 50<sup>TH</sup> ST.





Los Angeles County Department of Regional Planning  
320 West Temple Street  
Los Angeles, California 90012  
Telephone (213) 974-6443  
**PROJECT NUMBER R2006-02565**  
**CONDITIONAL USE PERMIT 200600212**

PUBLIC HEARING DATE	AGENDA ITEM
RPC CONSENT DATE	CONTINUE TO

**APPLICANT**  
Ernest Ramirez

**OWNER**  
Quartz Hill Center

**REPRESENTATIVE**  
KLPM/Steve Schroer

**REQUIRED ENTITLEMENTS**

Conditional Use Permit - Per Section 22.28.340(B), a nonresidential use in the CPD (Commercial Planned Development) zone requires a conditional use permit.

**PROJECT DESCRIPTION**

The proposed project consists of a 29,905 retail center that includes 18,995 square feet of retail floor area, a 2,500 square foot carwash, 875 square feet of second floor offices, a 3,375 square foot automobile service station and a 4,200 square foot automobile service station. Light automobile maintenance but not fuel sales is proposed at the automobile service stations. 11,500 square feet (or 11.5%) of landscaping is provided throughout the site. 154 parking spaces are provided including three handicapped spaces. A 6 foot high stucco-coated masonry wall is proposed on the easterly boundary. Four trash enclosures with 6 foot high finished masonry matching the associated buildings are located near each primary use. Two monument signs (6 foot high by 6 feet wide and 10 foot high by 8 foot wide) are proposed on the southerly and southwesterly portions of the site. Auto queuing areas are proposed for carwash drying (16 spaces), vacuum area (9 spaces), and lube ingress (9 spaces) and lube egress (9 spaces).

**LOCATION/ADDRESS**

Northeast corner of 50th Street West and West Avenue L-2

**SITE DESCRIPTION**

The subject property is vacant and flat with disturbed soil. It is vegetated with grasses and shrubs.

**ACCESS**

Access is proposed by three driveways off of 50th Street West and West Avenue L-2.

**ZONED DISTRICT**

Quartz Hill

**ASSESSORS PARCEL NUMBER**

3103-001-002 & 003

**COMMUNITY**

Antelope Valley

**SIZE**

2.3 Acres

**COMMUNITY STANDARDS DISTRICT**

NA

	EXISTING LAND USE	EXISTING ZONING
Project Site	Vacant	CPD (Commercial Planned Development)
North	Vacant	R-1-7500 (Single-family Residence)
East	Single-family Residence	R-1-7500 (Single-family Residence)
South	Vacant/Single-family Residence	R-1-7500 (Single-family Residence)
West	Commercial/Industrial	R-1-7500 (Single-family Residence)

**GENERAL PLAN/COMMUNITY PLAN**

Antelope Valley Area-wide General Plan

**LAND USE DESIGNATION**

C (Commercial) & U-1 (Urban 1)

**MAXIMUM DENSITY**

3.3 du/ac

**ENVIRONMENTAL DETERMINATION**

Negative Declaration

**RPC LAST MEETING ACTION SUMMARY**

LAST RPC MEETING DATE	RPC ACTION	NEEDED FOR NEXT MEETING
MEMBERS VOTING AYE	MEMBERS VOTING NO	MEMBERS ABSTAINING/ABSENT

**TO BE COMPLETED ONLY ON CASES TO BE HEARD BY THE BOARD OF SUPERVISORS**

STAFF CONTACT PERSON: Dean Edwards		
RPC HEARING DATE(S) April 1, 2009	RPC ACTION DATE April 1, 2009	RPC DECISION Approved
MEMBERS VOTING AYE 5	MEMBERS VOTING NO 0	MEMBERS ABSTAINING 0
STAFF RECOMMENDATION (PRIOR TO HEARING): Approval		
SPEAKERS* (O) 3 (F) 3	PETITIONS (O) 2 (F) 0	LETTERS (O) 21 (F) 0

\*(O) = Opponents (F) = In Favor